



Orange County Transportation Authority

Regional Transportation Planning Committee Agenda

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

Board Room, 550 South Main Street, Orange, California

Committee Members

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

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

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 Tavoularis

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

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 May 5, 2025, Regional Transportation Planning meeting.

Attachments:

[Minutes](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

2. **Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605**

Jeff Mills/James G. Beil

Overview

On June 8, 2015, the Orange County Transportation Authority Board of Directors selected Jacobs Project Management Co. to provide construction management consultant services for the design-build delivery of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed to provide additional services through the completion and closeout of the Interstate 405 Improvement Project.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, and to extend the agreement term through June 30, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$55,134,407.

Attachments:

[Staff Report](#)

[Attachment A](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

3. **Amendment to Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project**

Jeff Mills/James G. Beil

Overview

On February 10, 2020, the Orange County Transportation Authority entered into a construction and maintenance agreement with the Union Pacific Railroad and the California Department of Transportation to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. An amendment to the construction and maintenance agreement is needed for additional funding to complete project closeout activities.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793 between the Orange County Transportation Authority, Union Pacific Railroad, and the California Department of Transportation in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. This will increase the maximum obligation of the agreement to a total value of \$1,123,055.

Attachments:

[Staff Report](#)

[Attachment A](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

4. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Improvement Project

Josue Vaglienty/James G. Beil

Overview

On October 11, 2021, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for right-of-way support services, right-of-way acquisition, and utility relocation for the Interstate 605/Katella Avenue Interchange Improvement Project. Board of Directors' approval is requested to amend the cooperative agreement for additional funding for right-of-way support services, including utility relocation coordination.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3740 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$287,000, for additional right-of-way support services for the Interstate 605/Katella Avenue Improvement Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$3,317,800.

Attachments:

[Staff Report](#)

[Attachment A](#)

5. Draft 2025 State Route 91 Implementation Plan

Alison Army/Rose Casey

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a list of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2025 State Route 91 Implementation Plan is provided for information purposes.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING

AGENDA

Regular Calendar

6. **Contract Change Order for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605**

Jeff Mills/James G. Beil

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project Between State Route 73 and Interstate 605. A contract change order is required for additional directed work necessary for the completion and closeout of the Interstate 405 Improvement Project.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$7,117,306, increasing the contract value to \$1,516,575,830 for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605.

Attachments:

[Staff Report](#)

[Attachment A](#)

7. **Measure M2 Environmental Mitigation Program Update**

Lesley Hill/Rose Casey

Overview

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Presentation](#)

REGIONAL TRANSPORTATION PLANNING COMMITTEE MEETING AGENDA

Discussion Items

8. **Fiscal Year 2025-26 Budget Workshop Follow-up**

Victor Velasquez/Andrew Oftelie

Overview

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 12, 2025.

Attachments:

[Handout](#)

9. **Public Comments**

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

11. **Committee Members' Reports**

12. **Adjournment**

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

10:30 a.m. on Monday, July 7, 2025

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Stephanie Klopfenstein, Chair
John Stephens, Vice Chair
Jamey M. Federico
Katrina Foley
Patrick Harper
Kathy Tavoularis

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Andrea West, Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

None

Call to Order

The May 5, 2025, Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

Consent Calendar (Items 1 through 3)

1. Approval of Minutes

A motion was made by Committee Vice Chair Stephens, seconded by Director Federico, and declared passed by those present to approve the minutes of the April 7, 2025, Regional Transportation Planning Committee meeting.

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

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

3. Sole Source Agreement for Motorist Assistance Call Answering Services

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



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, Program Manager, Capital Programs, provided a report on this item.

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

- 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.

5. Regional Planning Update

Greg Nord, Section Manager, and Angel Garfio, Transportation Analyst, Planning, provided a presentation on this item.

No action was taken on this receive and file item.

Discussion Items

6. Public Comments

There were no public comments received.

7. Chief Executive Officer's Report

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

- Budget Workshop
- OC Streetcar
- Coastal rail



8. Committee Members' Reports

There were no Committee Member's reports.

9. Adjournment

The meeting was adjourned at 11:00 a.m.

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.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

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

Overview

On June 8, 2015, the Orange County Transportation Authority Board of Directors selected Jacobs Project Management Co. to provide construction management consultant services for the design-build delivery of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. An amendment to the existing agreement is needed to provide additional services through the completion and closeout of the Interstate 405 Improvement Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, and to extend the agreement term through June 30, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$55,134,407.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans) and the cities of Costa Mesa, Fountain Valley, Huntington Beach, Seal Beach, and Westminster, has implemented the Interstate 405 (I-405) Improvement Project from State Route 73 (SR-73) to Interstate 605 (I-605) (Project). The Project added one general purpose lane in each direction from Euclid Street to I-605, consistent with Measure M2 Project K, and established the 405 Express Lanes between SR-73 and I-605.

**Amendment to Agreement for Construction Management Page 2
Consultant Services for the Interstate 405 Improvement Project
Between State Route 73 and Interstate 605**

On June 29, 2016, OCTA entered into an agreement with Jacobs Project Management Co. (Jacobs) to provide construction management consultant (CMC) services. The CMC supplements the program management consultant (PMC) in the management of the construction phase of the design-build (DB) contract. The scope of services of the CMC includes administration of the construction contract, assuring compliance between the DB contractor's design and construction activities, performance of quality assurance inspections, which includes surveying, management of independent quality assurance testing, preparation of daily construction activity reports, and environmental mitigation monitoring. Other services include coordination and communications between the DB contractor and all other project participants, processing, collecting, and maintaining project communications and records, managing the recommendation of DB contractor progress payments, and processing of change orders and claims.

Additional CMC support is needed to ensure the DB contractor, OC405 Partners (OC405), is compliant with project contract requirements, the construction quality management plan, and various agency standards and permits, including with Caltrans, the corridor cities, and environmental resource agencies. The following describes the specific efforts needed:

- to support work that was required to meet Caltrans and corridor cities' requirements. Work includes civil improvements such as bridge lighting, grading, drainage, paving, landscaping, toll systems related work, bridge deck and pavement repairs, repairs of damage to electrical and safety devices caused by third party accidents, and homeless encampment cleanup and repairs.
- to coordinate with OC405, Caltrans, and the corridor cities to resolve and obtain punchlist concurrence and relief of maintenance as the level of effort required has been higher than anticipated.
- to review the large volume of required construction quality closeout documentation for materials installed on the Project and as-built plans submitted by OC405.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for architectural and engineering services, which conform to both state and federal laws. On June 8, 2015, the Board approved an agreement with Jacobs for a term of six and a half years. The contract was issued with a maximum obligation of \$34,056,297. This agreement has been previously amended as shown in Attachment A.

Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605 *Page 3*

OCTA staff and Jacobs reviewed and agreed to the level of effort for the additional CMC services. Staff found Jacobs' cost proposal, in the amount of \$2,948,765, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project management team. Proposed Amendment No. 17 to Agreement No. C-4-1447, in the amount of \$2,948,765, will bring the total contract value to \$55,134,407 and extend the term for an additional six months through June 30, 2026.

Fiscal Impact

Funding for this amendment is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, account nos. 0017-9085-FK101-0DY and 0037-9018-A9510-0DY, and funded with a combination of federal, state, and local funds. The costs for this amendment are funded from project contingency and are not anticipated to increase the total project estimate of \$2.16 billion.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services and extend the term of the agreement through June 30, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$55,134,407.

**Amendment to Agreement for Construction Management *Page 4*
Consultant Services for the Interstate 405 Improvement Project
Between State Route 73 and Interstate 605**

Attachment

- A. Jacobs Project Management Co., Agreement No. C-4-1447 Fact Sheet

Prepared by:



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



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

Approved by:



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

**Jacobs Project Management Co.
Agreement No. C-4-1447 Fact Sheet**

1. June 8, 2015, Agreement No. C-4-1447, \$34,056,297, approved by the Board of Directors (Board).
 - Agreement was executed June 29, 2016, with Jacobs Project Management Co. (Prime) to provide construction management consulting services for the design-build Interstate 405 Improvement Project (Project).
2. August 23, 2018, Amendment No. 1 to Agreement No. C-4-1447, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - To revise key personnel for Prime and subconsultants Harris & Associates and MTGL, Inc.
3. March 25, 2019, Amendment No. 2 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
4. April 1, 2019, Amendment No. 3 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise other direct costs schedule for subconsultant Fountainhead Consulting Corporation (Fountainhead).
5. August 14, 2019, Amendment No. 4 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
6. October 25, 2019, Amendment No. 5 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
 - To add new personnel for subconsultants Harris & Associates and MTGL, Inc.
7. November 14, 2019, Amendment No. 6 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.

8. February 12, 2020, Amendment No. 7 to Agreement No. C-4-1447, \$174,000, approved by the CAMM Department.
 - To add subconsultant Kizh Nation Resources Management to monitor archaeological discoveries on the Project.
9. April 2, 2020, Amendment No. 8 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.
10. May 28, 2020, Amendment No. 9 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel to subconsultant Harris & Associates.
11. September 9, 2020, Amendment No. 10 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To revise key personnel for Prime.
12. March 7, 2022, Amendment No. 11 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add personnel for Prime and subconsultants Fountainhead, MTGL, Inc., and Wagner Engineering and Survey.
13. May 9, 2022, Amendment No. 12 to Agreement No. C-4-1447, \$13,584,158, approved by the Board.
 - To provide additional construction management consulting services through completion and closeout of Project.
 - To extend term of agreement by 17 months through May 31, 2024.
14. July 21, 2023, Amendment No. 13 to Agreement No. C-4-1447, \$0, approved by the CAMM Department.
 - To add new personnel for Prime.

15. April 8, 2024, Amendment No. 14 to Agreement No. C-4-1447, \$1,772,422 approved by the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project.
 - To extend the term of agreement by 13 months through June 30, 2025.
16. November 12, 2024, Amendment No. 15 to Agreement No. C-4-1447, \$2,598,765, approved by the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project.
17. May 6, 2025, Amendment No. 16 to Agreement No. C-4-1447, \$0, pending approval by the CAMM Department.
 - To extend the term of agreement by six months through December 31, 2025.
18. June 9, 2025, Amendment No. 17 to Agreement No. C-4-1447, \$2,948,765, pending approval of the Board.
 - To provide additional construction management consulting services through completion and closeout of the Project and to extend the term of agreement by six months through June 30, 2026.

Total funds committed to Jacobs Project Management Co., after approval of Amendment No. 18 to Agreement No.C-4-1447: \$55,134,407.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project

Overview

On February 10, 2020, the Orange County Transportation Authority entered into a construction and maintenance agreement with the Union Pacific Railroad and the California Department of Transportation to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. An amendment to the construction and maintenance agreement is needed for additional funding to complete project closeout activities.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793 between the Orange County Transportation Authority, Union Pacific Railroad, and the California Department of Transportation in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. This will increase the maximum obligation of the agreement to a total value of \$1,123,055.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), has implemented the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project provided one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and established the 405 Express Lanes on I-405 from SR-73 to I-605. The Project will widen the Bolsa Avenue overhead (OH) freeway bridge over the Union

Amendment to Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project **Page 2**

Pacific Railroad (UPRR) facility, which is located between the Goldenwest Street and Beach Boulevard interchanges.

On February 10, 2020, OCTA entered into Construction and Maintenance Agreement No. C-9-1793 (Agreement) with UPRR and Caltrans to define the specific terms, conditions, and funding responsibilities for the construction and maintenance, including design and construction parameters, flagging, inspection, temporary easement, and permanent property rights for the Project (Attachment A).

In accordance with Section 6 of the Agreement, OCTA agrees to pay UPRR for all actual and necessary costs and expenses incurred by UPRR in connection with the Bolsa OH, including, but not limited to, all actual costs of preliminary engineering review, construction, inspection, procurement of materials, equipment rental, manpower and deliveries to the job site, flagging, and all direct and indirect OH labor/construction costs.

At this time, the actual costs and expenses incurred by UPRR will exceed the total value of the original Agreement. The original Agreement value was \$792,055. UPRR is requesting an additional \$331,000, for a total amount of \$1,123,055, to pay for all actual and necessary costs and expenses to close out the Agreement with OCTA and Caltrans for the widening of the Bolsa OH freeway bridge over the railroad facility, as part of the Project. OCTA staff agrees that the additional amount is appropriate and needed to complete UPRR's services.

Fiscal Impact

Funding for this amendment is included in the OCTA Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 0017-9084-FK101-0I2 and 0037-9017-A9510-0I2, and is funded with a combination of federal, state, and local funds.

Summary

Board approval is requested to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement, between OCTA, UPRR, and Caltrans, in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights for the widening of the Bolsa Avenue OH freeway bridge over the railroad facility. This will increase the maximum obligation of the Agreement to a total value of \$1,123,055.

Attachment

- A. Union Pacific Railroad and California Department of Transportation, Construction and Maintenance Agreement No. C-9-1793 Fact Sheet

Prepared by:



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

Approved by:



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

**Union Pacific Railroad and California Department of Transportation
Construction and Maintenance Agreement No. C-9-1793 Fact Sheet**

1. February 10, 2020, Construction and Maintenance Agreement No. C-9-1793, \$792,055, approved by the Board of Directors (Board).
 - To define the specific terms, conditions, and funding responsibilities for construction and maintenance, including design and construction parameters, flagging, inspection, temporary construction easement, and permanent property rights for the Interstate 405 Improvement Project.
2. June 9, 2025, Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793, \$331,000, pending Board approval.
 - To pay Union Pacific Railroad for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project.

Total construction and maintenance agreement amount after approval of Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793: \$1,123,055.



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Improvement Project

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

Overview

On October 11, 2021, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation for right-of-way support services, right-of-way acquisition, and utility relocation for the Interstate 605/Katella Avenue Interchange Improvement Project. Board of Directors' approval is requested to amend the cooperative agreement for additional funding for right-of-way support services, including utility relocation coordination.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3740 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$287,000, for additional right-of-way support services for the Interstate 605/Katella Avenue Improvement Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$3,317,800.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), is implementing the Interstate 605/Katella Avenue Interchange Improvement Project (Project). The Project is Project M in the Measure M2 (M2) freeway program. In the updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2024, the Project is listed as one of the M2 freeway projects with design and right-of-way (ROW) phases completed and nearing construction.

Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/ Katella Avenue Interchange Improvement Project **Page 2**

The Project will modify interchange ramps and provide operational improvements along Katella Avenue between Coyote Creek Channel and Epson Way in the City of Los Alamitos.

On October 11, 2021, the Board authorized Cooperative Agreement No. C-1-3740 between OCTA and Caltrans for ROW support services, ROW acquisition, and utility relocation for the Project.

On April 1, 2024, the Board authorized Amendment No. 1, in the amount of \$510,600, for additional ROW capital and increased the total contract value to \$3,030,800.

Caltrans is the implementing agency for ROW activities on the Project, including utility relocations. Additional coordination with utility owners, including Golden State Water, Charter Communications, and Southern California Edison, is necessary to finalize utility relocations within the project limits. Caltrans' ROW support will coordinate revised notices to owners and updated Caltrans encroachment permits. Although the previous amendment included additional funding for ROW and utility relocation capital costs, it did not include additional funding for ROW support services. Therefore, additional funding, in the amount of \$287,000, for additional ROW support services is required.

Fiscal Impact

As part of this cooperative agreement, funding for Caltrans services for ROW support is included in the proposed OCTA Fiscal Year (FY) 2025-26 Budget, Capital Programs Division, Account No. 0017-9082-FM003-1O5, and will be funded through M2 funding.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3740 between OCTA and Caltrans, to increase the funds, in the amount of \$287,000, for additional ROW support services. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$3,317,800. Staff is requesting authorization for the use of up to \$287,000 in additional M2 funds for the Project.

Attachment

- A. California Department of Transportation, Cooperative Agreement No. C-1-3740 Fact Sheet

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

**California Department of Transportation
Cooperative Agreement No. C-1-3740 Fact Sheet**

1. October 11, 2021, Cooperative Agreement No. C-1-3740, \$2,520,200, approved by the Board of Directors (Board).
 - Define the terms, conditions, and funding responsibilities between the Orange County Transportation Authority and the California Department of Transportation (Caltrans) and provide right-of-way (ROW) support services, ROW acquisition, and utility relocation.
2. April 1, 2024, Amendment No. 1 to Cooperative Agreement No. C-1-3740, \$510,600, approved by the Board.
 - To add \$510,600 in Measure M2 (M2) funds for additional ROW capital. Increased the total contract value to \$3,030,800.
3. June 9, 2025, Amendment No. 2 to Cooperative Agreement No. C-1-3740, \$287,000, pending Board approval.
 - To add \$287,000 in M2 funds for additional ROW support services.

Total committed to Caltrans after approval of Amendment No. 2 to Cooperative Agreement No. C-1-3740: \$3,317,800.



June 2, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Draft 2025 State Route 91 Implementation Plan

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

Overview

The Orange County Transportation Authority and the Riverside County Transportation Commission annually prepare a plan for potential improvements along the State Route 91 corridor between State Route 57 in Orange County and Interstate 15 in Riverside County. The plan includes a list of proposed improvements, preliminary cost estimates, and potential implementation timeframes. These improvements are sponsored by various agencies, such as the Orange County Transportation Authority, the Riverside County Transportation Commission, the Transportation Corridor Agencies, the California Department of Transportation, and cities along the corridor. The Draft 2025 State Route 91 Implementation Plan is provided for information purposes.

Recommendation

Receive and file as an information item.

Background

SB 1316 (Chapter 714, Statutes of 2008) requires the Orange County Transportation Authority (OCTA) and the Riverside County Transportation Commission (RCTC) to annually prepare a plan for potential improvements along the State Route 91 (SR-91) corridor between State Route 57 (SR-57) in Orange County and Interstate 15 (I-15) in Riverside County. The Draft 2025 SR-91 Implementation Plan (Plan) serves as a snapshot of current and planned activities within the SR-91 corridor. The Plan describes transportation benefits, anticipated costs and schedules for projects, and concepts through the post-2035 timeframe. The intent of the Plan is to provide a compilation of information for projects along the SR-91 corridor. This Plan was prepared in consultation with the California Department of Transportation (Caltrans), the Transportation Corridor Agencies (TCA), and the cities of Anaheim, Corona, Orange, and Yorba Linda.

Discussion

Over the past two plus decades, considerable progress has been made in improving the SR-91 corridor. More than \$2 billion has been invested in the completion of 13 projects, including the addition of approximately 77 lane miles throughout the SR-91 corridor as well as the Anaheim Canyon Metrolink station and service improvements. The improvements within the corridor have helped to alleviate the effects of population growth and employment between the counties of Orange and Riverside by enhancing capacity and improving mobility. Completed projects from the Plan include:

- Green River Road Overcrossing Improvement Project
- North Main Street Corona Metrolink Parking Structure Project
- Eastbound (EB) lane addition from State Route 241 (SR-241) to State Route 71 (SR-71)
- Lane addition in both directions between State Route 55 (SR-55) and SR-241
- Westbound (WB) lane addition at Tustin Avenue
- Metrolink service improvements
- SR-91 Corridor Improvement Project initial phase
- Express Bus Service
- La Sierra Metrolink parking improvements
- SR-91 Corridor Operations Project
- Anaheim Canyon Metrolink Station improvements
- 15/91 Express Lanes connector
- EB 91 Express Lanes extension

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

- Optimizing vehicle throughput at free-flow speeds and increasing average vehicle occupancy
- Balancing capacity and demand to serve customers who pay tolls, as well as carpoolers (three or more) who are offered discounted tolls
- Generating sufficient revenue to sustain the financial viability of the 91 Express Lanes
- Paying debt service and maintaining debt service coverage
- Reinvesting net revenues within the SR-91 corridor to improve regional mobility, when appropriate

Information for projects in the Plan is updated annually to ensure that the planning and implementation of each project is coordinated and timed to provide maximum benefits to the SR-91 corridor. Additionally, projects on the corridor should be

coordinated to minimize construction impacts to commuters and the surrounding communities. In the future, an operational analysis by OCTA and RCTC will be prepared for each project before implementation to ensure that the projects meet the OCTA and RCTC goals for the SR-91 corridor.

In October 2019, a consensus was reached that set the stage for a series of projects included in the Plan to be implemented sequentially to improve the SR-91 corridor. OCTA, RCTC, TCA, Caltrans Districts 8 and 12, as well as Caltrans Headquarters, agreed to project sequencing to enable the streamlining of the SR-241/SR-91 Tolloed Express Connector Project, while minimizing impacts to the SR-91 corridor. The agencies reached consensus on a program of projects and sequencing as follows:

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

*Note: SR-241/SR-91 Tolloed Express Connector is not dependent upon completion of SR-71/SR-91 interchange improvements.

Coordination efforts for the 2025 Plan (Attachment A) resulted in various updates to project status, costs, and schedules. Projects included in the Plan are organized as follows: Orange County projects, Riverside County projects, and bi-county projects as shown below.

- Orange County projects include three improvements:
 - SR-91 improvements between SR-57 and SR-55
 - Placentia Metrolink Rail Station
 - Metrolink improvements
- Riverside County projects include five improvements:
 - 15/91 Express Transit Connector
 - Green River Road Bike Lane Gap Closure
 - Santa Ana River Trail
 - SR-71/SR-91 interchange improvements
 - Improvements east of I-15
- Bi-county projects which benefit both Orange and Riverside counties include three projects:
 - SR-241/SR-91 Tolloed Express Connector
 - 91 EB Corridor Operations Project (SR-241 to SR-71)
 - 91 WB Improvements (SR-241 to SR-71)

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

The EB afternoon traffic analysis indicates that for the forecast year 2030, travel times in Riverside County are anticipated to increase by about four minutes but decrease in Orange County by about 33 minutes. EB travel times in Riverside County for 2045 decrease by about 14 minutes and increase in Orange County by about 28 minutes. OCTA and RCTC will continue monitoring the SR-91 traffic pattern changes throughout 2025. Traffic benefits from the recently completed projects in Riverside County (15/91 Express Lanes Connector and EB 91 Express Lane Extension) will be realized in subsequent Plan traffic analyses.

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

Conceptual Projects

The improvements included in Appendix A of the Plan are conceptual in nature and implementation would require additional planning, design, and funding. The 2025 Plan includes one new conceptual project: the SR-91 WB Auxiliary Lane from Pierce Street to McKinley Street. The conceptual projects will support local and regional connectivity and provide travel choice benefits to the corridor.

Summary

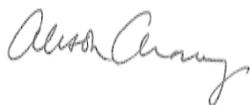
OCTA and RCTC have completed the Plan required by SB 1316. As the Plan is updated annually, it is important to ensure that projects are coordinated in such a way that they provide maximum benefits to the SR-91 corridor. This would be achieved through implementing projects that optimize the operations of the corridor and the 91 Express Lanes.

The Plan serves as a compilation of future potential projects and project level decisions can be made when individual projects are being considered for implementation. On May 29, 2025, the SR-91 Advisory Committee received and filed the Plan as an information item.

Attachment

- A. Draft State Route 91 Implementation Plan 2025

Prepared By:



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Approved By:



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STATE ROUTE 91

IMPLEMENTATION PLAN

2025

DRAFT

Prepared By:

 **MARK
THOMAS**



Table of Contents

<u>Section 1: 2025 Status Report and Update</u>	5
<u>Section 2: Implementation Plan</u>	22
<u>Orange County Projects</u>	23
<u>Riverside County Projects</u>	27
<u>Bi-County Projects</u>	33
<u>Appendix A – Post-2035 and Conceptual Projects</u>	37
<u>Appendix B – Completed Project Exhibits</u>	43
<u>Appendix C - References</u>	57

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

B E N E F I T S

- Provides seamless connectivity between Orange and Riverside Counties
- Increases travel options
- Optimizes vehicle throughput
- Reinvests net 91 Express Lanes revenues on the SR-91 corridor to improve regional mobility
- Investments to date: \$2.2 billion

COMPLETED EFFORTS

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

State Route 91 Implementation Plan 2025



ANTICIPATED PROJECTS

REGION	PROJECT	COST (MILLIONS)	CURRENT PHASE
Orange County	SR-91 Improvements (SR-57 to SR-55)	\$779	Final Design
	Placentia Metrolink Rail Station	\$34.8	Planning
	Metrolink Improvements	TBD	Planning
Riverside County	15/91 Express Transit Connector	\$220	Planning
	Green River Road Bike Lane Gap Closure	\$.014	Planning
	Santa Ana River Trail	\$36.5+	Planning
	SR-71/SR-91 Interchange Improvements	\$137	Construction
	Improvements East of I-15	TBD	Preliminary Engineering
Bi-County	SR-241/SR-91 Tolloed Express Connector	\$524	Final Design
	91 Eastbound Corridor Operations Project (SR-241 to SR-71)	\$150	Environmental Revalidation
	91 Westbound Improvements (SR-241 to SR-71)	TBD	Preliminary Engineering

CONCEPTS

LOCATION	COST (MILLIONS)
SR-91 Westbound Auxiliary Lane	\$40
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
WB SR-91 to SB SR-55 Connector Improvements	\$75-\$150
EB SR-91 Fifth Lane Addition at SR-241	\$31
Fairmont Boulevard Improvements	\$76.8



Introduction

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

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

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

Introduction (continued)

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

The 2025 Plan fulfills the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements and builds on the 2024 Plan. The projects included in the Plan have been infused with various sources of local, state, and federal funding. The Plan includes overviews, status summaries, and proposed costs and schedules for projects to improve mobility on SR-91. Also included are conceptual lane diagrams (as appropriate), and discussions of key considerations that need to be addressed in the planning and development of each project. This Plan provides OCTA, RCTC, and Caltrans with a framework to implement SR-91 and other related improvements. Future annual Plan updates will continue to refine the scope, cost, and schedule of each project included in this version of the Plan.

91 EXPRESS LANES TOLL POLICY GOALS

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

These guiding principles include:

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

Project Accomplishments



Much progress has been made since the initial 2003 SR-91 Implementation Plan was approved. The 2025 Plan includes select completed project exhibits as a historical reference, which can be found in Appendix B.

Completed Construction/ Improvement Projects

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

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

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

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

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

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

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

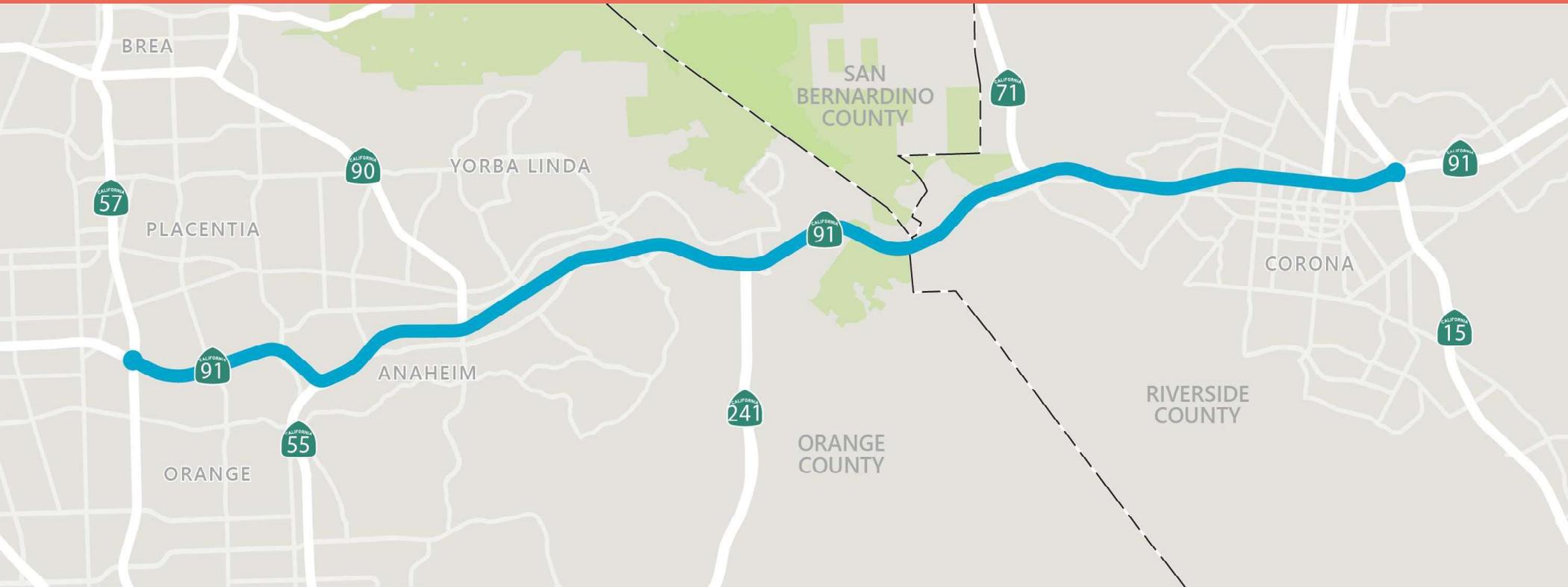
Due to the adjacency of SR-91 to the Santa Ana River, project teams have coordinated with the USACE, Orange County Flood Control District, Caltrans, and other federal, regional, and local agencies to coordinate and accommodate planned SR-91 improvements.

Completed Designs and Reports

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

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

Project Limits



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

Existing Traffic Conditions Summary

For the 2025 Plan, existing traffic patterns along the SR-91 study corridor were evaluated to understand the changes between 2023 and 2024 due to on-going factors that influence behaviors of the users. These factors may include remote work policies implemented by employers, variations of school schedules, increase in non-work-related trips, and construction activities along SR-91 from the SR-71/SR-91 Interchange Improvements projects.

Weekday traffic volumes on both general-purpose lanes and express lanes were obtained from the Caltrans Performance Measurement System (PeMS) database during the month of October 2024 for comparison purposes.

Analysis of the 2024 traffic data showed slight variations in travel patterns compared to the 2023 data. The similar traffic demand translated to the similarity in traffic congestion patterns for the SR-91 corridor between 2023 and 2024.

Considering that traffic patterns on the SR-91 corridor are generally consistent between 2023 and 2024 along with some temporary variation of traffic patterns due to the on-going construction activities, the existing conditions for the 2025 Plan will utilize the existing traffic analysis from the 2024 Plan. Traffic conditions will continue to be monitored to assess when to update the existing traffic analysis for upcoming Implementation Plans.

The existing traffic analysis from the 2024 Plan was developed using recent traffic data. Morning (6 a.m. to 10 a.m.) and afternoon (3 p.m. to 7 p.m.) peak period traffic volumes were collected from multiple data sources. The SR-91 mainline and High Occupancy Vehicle (HOV) volumes were obtained from the Caltrans Performance Measurement System (PeMS). The SR-91 Express Lane volumes were provided by OCTA and RCTC. The SR-91 on- and off-ramp volumes were collected from the field. In addition, travel time and speed data were collected from the field and supplemented with INRIX speed data. All existing traffic data represent typical weekday traffic patterns along the SR-91 corridor.

Existing Traffic Conditions Summary

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

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

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

Logical Project Sequencing

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

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

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

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

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

*Note: SR-241/SR-91 Tolloed Express Connector is not dependent upon completion of SR-71/SR-91 Interchange Improvements

Project Summary

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

- The Orange County projects have a total cost of more than \$800 million. The projects include the SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.
- The Riverside County projects have a total cost of over \$393 million. The improvements include: the 15/91 Express Transit Connector, Green River Road Bike Lane Gap Closure, Santa Ana River Trail, SR-71/SR-91 Interchange Improvements, and SR-91 improvements east of I-15.
- The Bi-County projects benefit both Orange and Riverside Counties. The total cost for the Bi-County projects exceeds \$674 million. The improvements include: the SR-241/SR-91 Tolloed Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71).

Table 1 – SR-91 Implementation Plan Projects

Project	Cost (Millions)
Orange County Projects	
SR-91 Improvements between SR-57 and SR-55	\$779
Placentia Metrolink Rail Station	\$34.8
Metrolink Improvements	TBD
SUBTOTAL	\$814+
Riverside County Projects	
15/91 Express Transit Connector	\$220
Green River Road Bike Lane Gap Closure	\$.014
Santa Ana River Trail	\$36.5+
SR-71/SR-91 Interchange Improvements	\$137
Improvements East of I-15	TBD
SUBTOTAL	\$393.5+
Bi-County Projects	
SR-241/SR-91 Tolloed Express Connector	\$524
91 Eastbound Corridor Operations Project (SR-241 to SR-71)	\$150
91 Westbound Improvements (SR-241 to SR-71)	TBD
SUBTOTAL	\$674+

Project Summary

Table 1 – SR-91 Implementation Plan Projects (continued)	
Concept Projects	Cost (Millions)
SR-91 Westbound Auxiliary Lane	\$40
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
Westbound SR-91 to Southbound SR-55 Improvements	\$75 – 150
Eastbound SR-91 Fifth Lane Addition at SR-241	\$31
Fairmont Boulevard Improvements	\$76.8
SUBTOTAL	\$2,902.8 - \$2,977.8+
Completed Project Summary Since 2006 (Completion Year)	Cost (Millions)
Green River Road Overcrossing Replacement (2009)	\$24.3
North Main Street Corona Metrolink Station Parking Structure (2009)	\$25
Eastbound Lane Addition from SR-241 to SR-71 (2010)	\$51.2
Widen SR-91 between SR-55 and SR-241 by Adding a 5th GP Lane in Each Direction (2013)	\$85.2
SR-91 WB Lane at Tustin Avenue (2016)	\$43.2
Metrolink Service Improvements (2016)	\$249
Initial Phase CIP: Widen SR-91 by One GP Lane in Each Direction East of Green River Rd, CD Roads and I-15/SR-91 Direct South Connector, Extension of Express Lanes to I-15 and System/Local Interchange Improvements (2017)	\$1,407
Express Bus Service (2019)	\$6
La Sierra Metrolink Parking Improvements (2019)	\$6.3
SR-91 Corridor Operations Project (2022)	\$38
Anaheim Canyon Metrolink Station Improvements (2023)	\$34.2
15/91 Express Lanes Connector (2023)	\$270
Eastbound 91 Express Lane Extension (2023)	\$10
SUBTOTAL	\$2,249.4

Traffic Analysis

For the 2025 Plan, the traffic analysis for major SR-91 projects used the TransModeler model calibrated and validated to reflect existing traffic patterns of 2022 as described in the prior section. This traffic simulation model provides a better depiction of actual travel delays experienced by motorists compared to traditional travel demand models. The model can be used to analyze freeway bottlenecks sometimes neglected in traditional travel demand models.

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

A third metric includes vehicles served by the system in the study corridor and takes into consideration vehicles on ramps and freeways that feed into or are fed by SR-91 in the study area. In addition to the existing year 2022 analysis, two future years of 2030 and 2045 were analyzed and include the SR-91 projects that are scheduled to be completed by the respective year. The operations analysis quantified travel time savings for WB morning and EB afternoon conditions for the following major improvements projects:

Year 2030

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

Year 2045

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

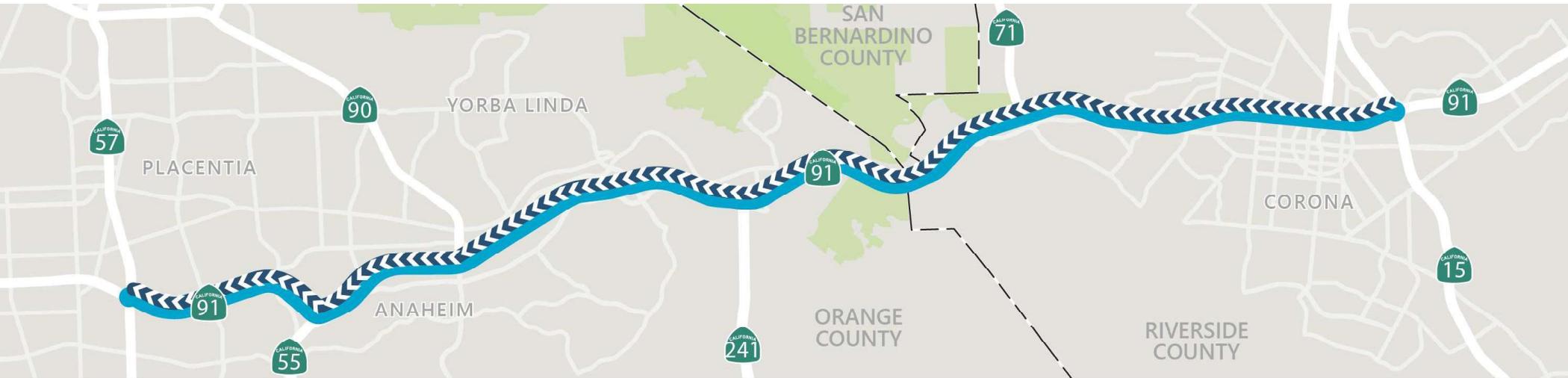
Westbound Analysis

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

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

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

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



Westbound Analysis

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

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

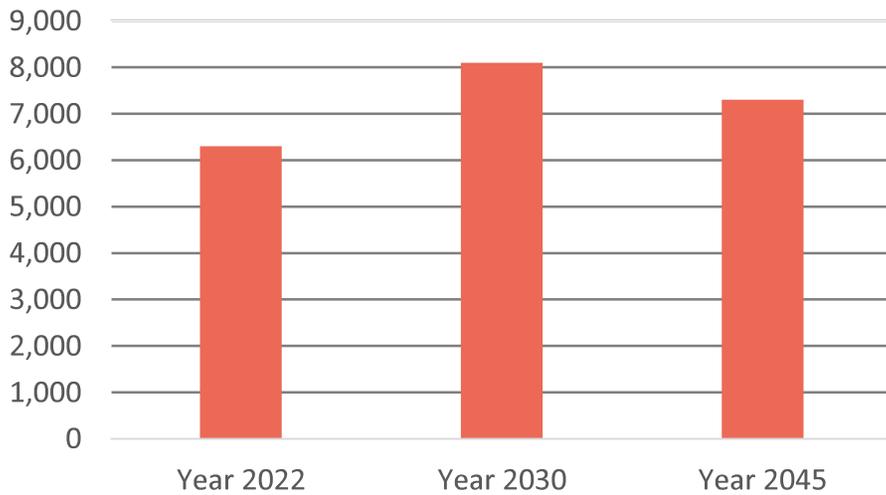
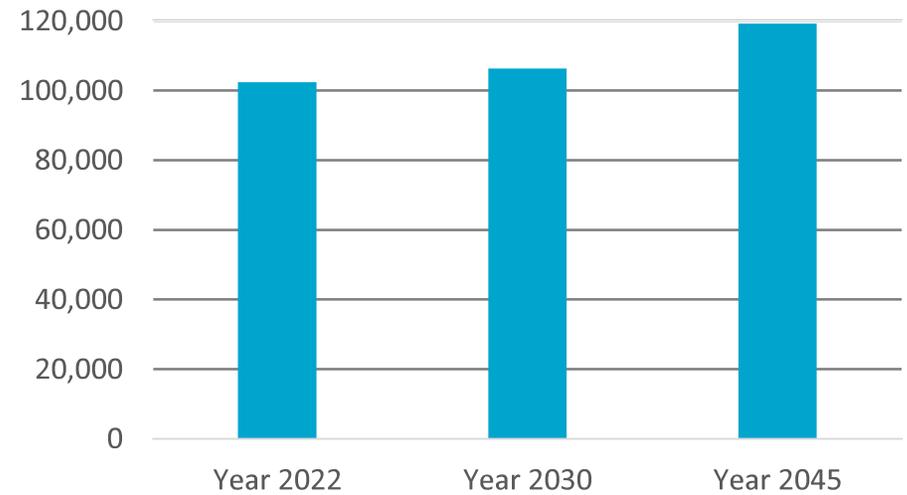


Figure 1-2 – Westbound SR-91 from I-15 to SR-57
A.M. Peak Period Systemwide Served Vehicles



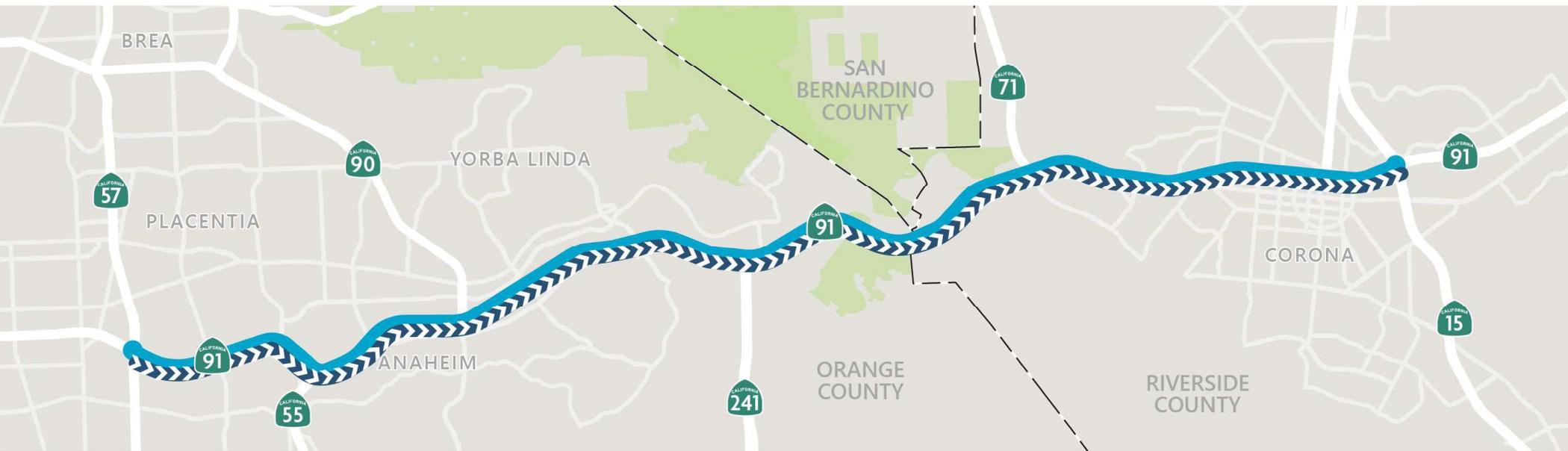
Eastbound Analysis

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

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

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

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



Eastbound Analysis

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

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

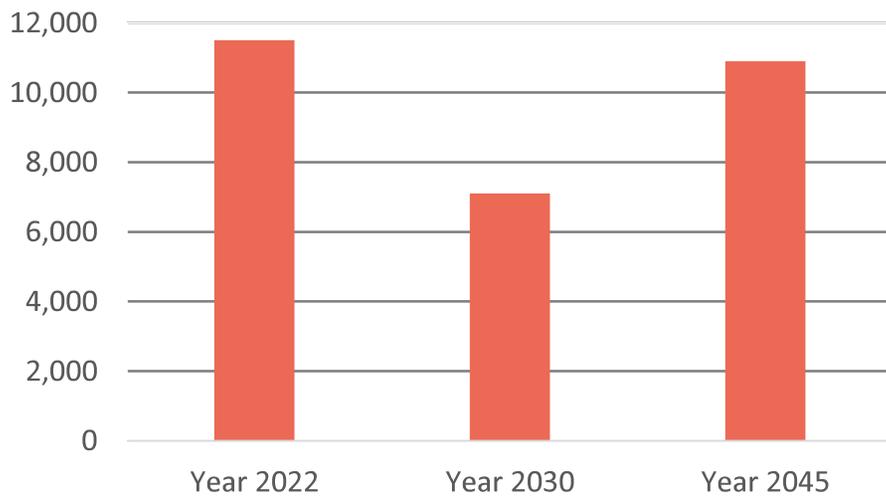
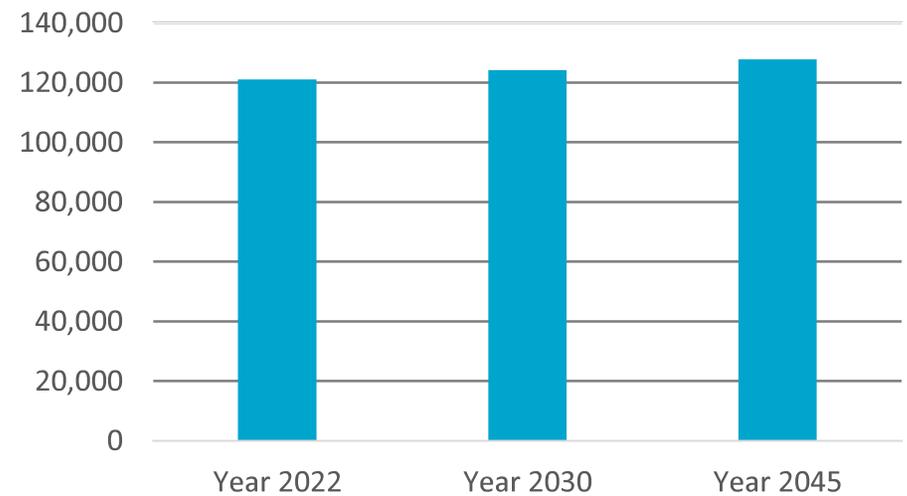


Figure 1-4 – Eastbound SR-91 from SR-57 to I-15 P.M.
Peak Period Systemwide Served Vehicles



OVERVIEW

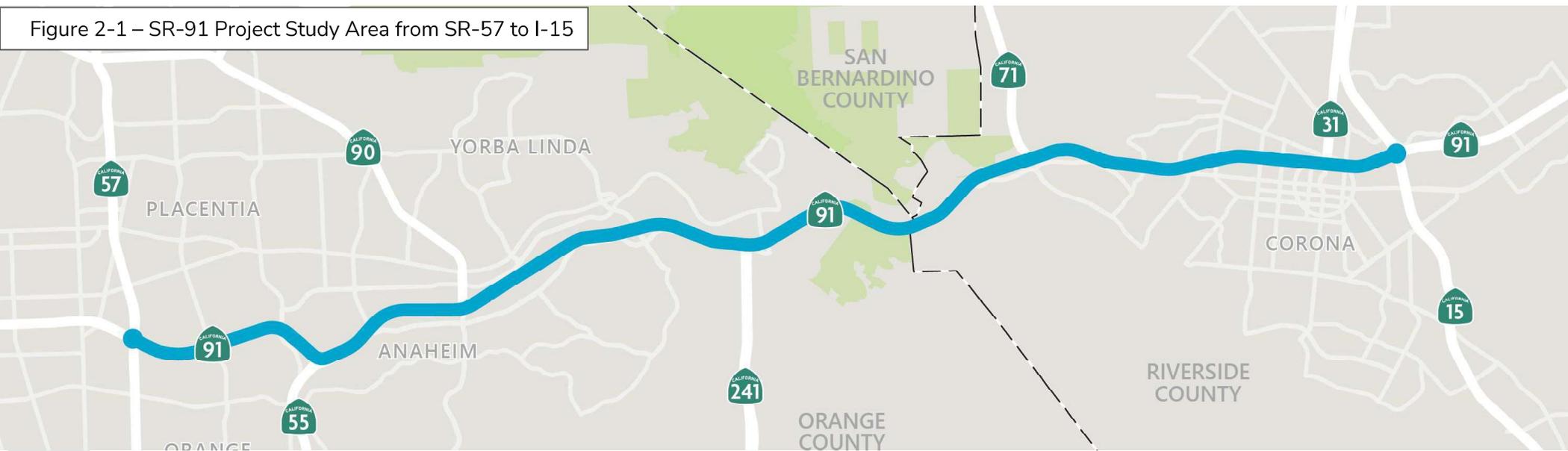
The 2025 Plan describes projects, key considerations, benefits, current status, schedule, and costs (in 2025 dollars, or as noted) for major projects and concepts. The projects are grouped as follows: Orange County Projects, Riverside County Projects, and Bi-County Projects.

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

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

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

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





Orange County Projects

The Orange County set of projects includes three improvements at a total cost of more than \$814 million (in 2025 dollars, or as noted). The projects include: SR-91 improvements between SR-57 and SR-55, Placentia Metrolink rail station, and Metrolink Improvements.

Orange County Project Summary	Cost (Millions)
SR-91 Improvements between SR-57 and SR-55	\$779
Placentia Metrolink Rail Station	\$34.8
Metrolink Improvements	TBD
SUBTOTAL	\$814+

Project Description

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

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

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

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

Key Considerations

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

Benefits

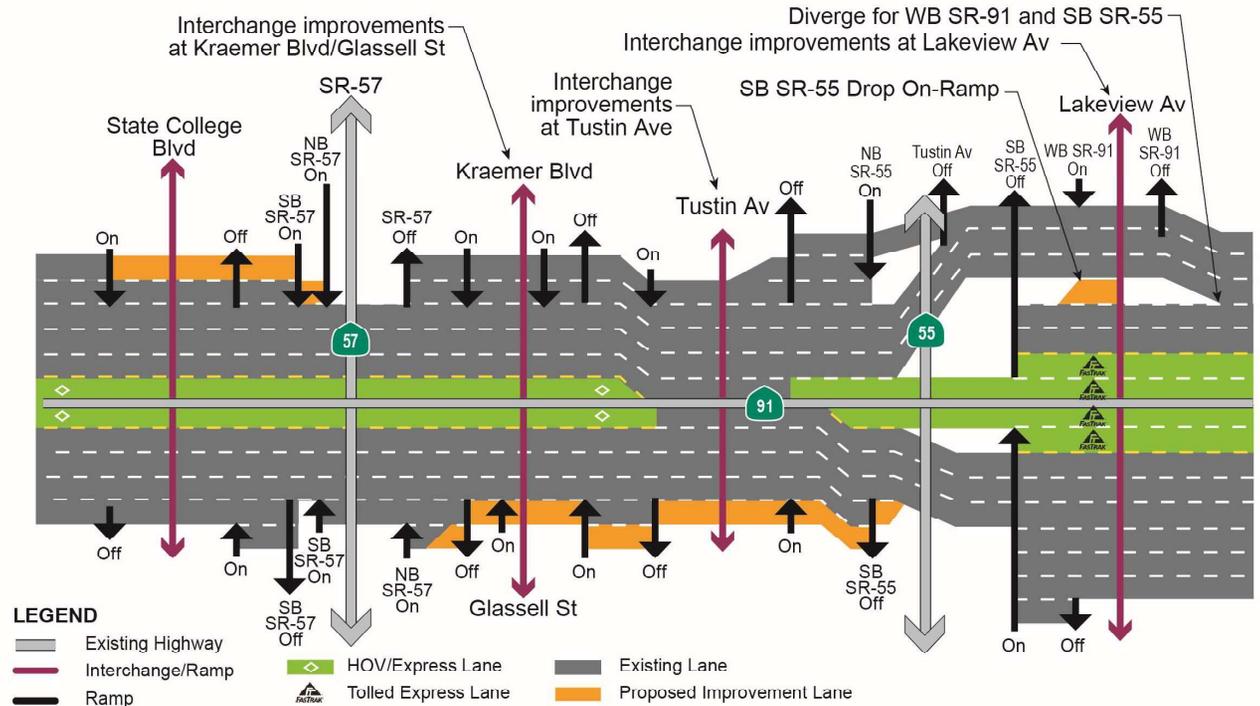
The proposed project improvements on WB and EB SR-91 between SR-57 and SR-55 include, among other features, adding one EB general purpose lane to achieve lane balancing and interchange improvements. Project improvements will improve safety, reduce congestion, and delay and reduce weaving.

Schedule and Cost

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

Current Status

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



Project Description

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

Benefits

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

Schedule and Cost

Plans are 100 percent complete, however, the construction contract cannot be advertised until a Construction and Maintenance Agreement is in place with BNSF Railway, the right-of-way owner. The project will be advertised for bids once an agreement is in place. The total project cost is estimated to be \$34.8 million.

Current Status

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



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

Project Description

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

Key Considerations

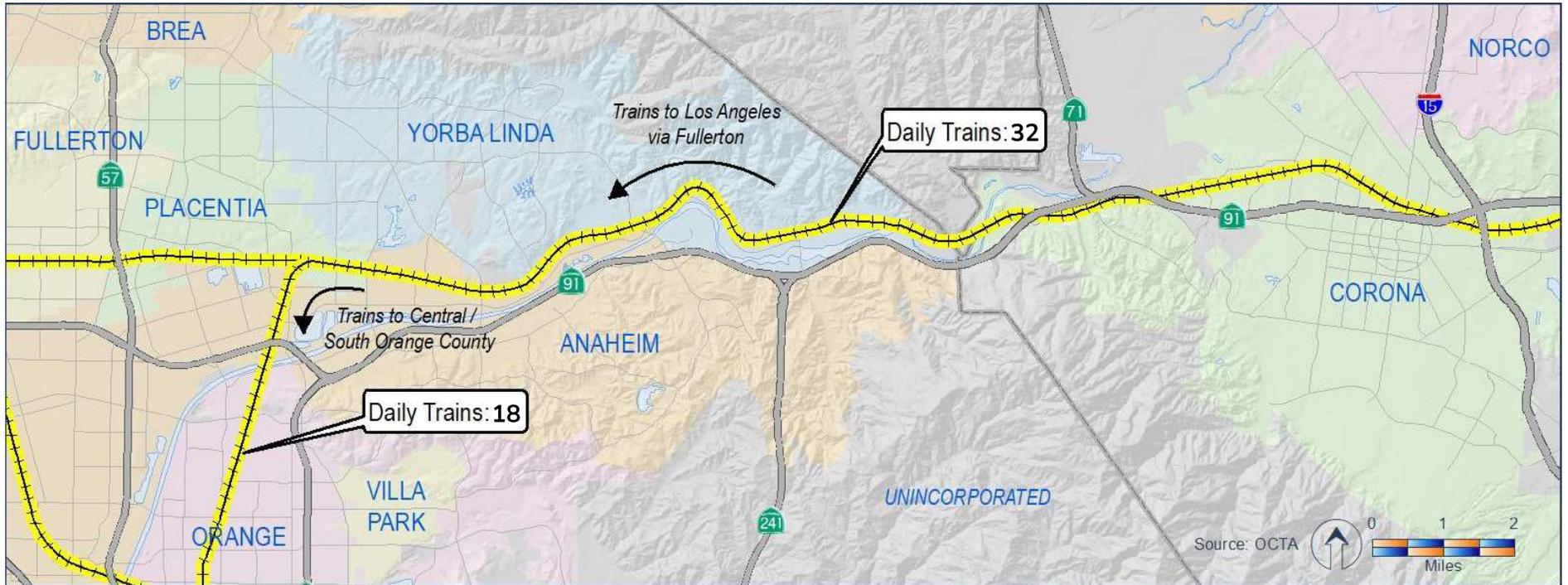
Construction of the new Placentia Metrolink station will improve passenger access along the 91/PV Line by creating a station between Fullerton and Corona.

Benefits

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

Current Status

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



4/26/2023

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RCTC

Riverside County Projects

The Riverside County set of projects includes five improvements: the 15/91 Express Transit Connector, Green River Road Bike Lane Gap Closure, Santa Ana River Trail, the SR-71/SR-91 Interchange Improvements, and SR-91 Improvements east of I-15. Projects for implementation in Riverside County are anticipated to cost more than \$394 million (in 2025 dollars, or as noted).

Riverside County Project Summary	Cost (Millions)
15/91 Express Transit Connector	\$220
Green River Road Bike Lane Gap Closure	\$.014
Santa Ana River Trail	\$36.5+
SR-71/SR-91 Interchange Improvements	\$137
Improvements East of I-15	TBD
SUBTOTAL	\$393.5+

Project Description

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

Key Considerations

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

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

Schedule and Cost

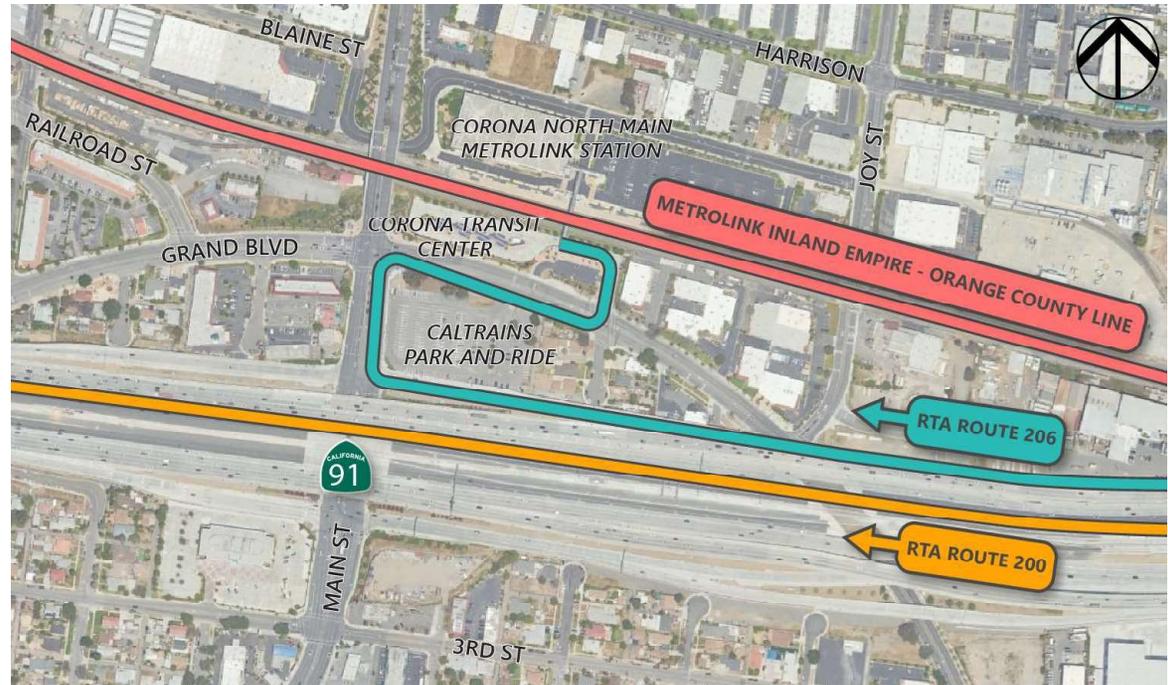
A PSR-PDS is underway. Preliminary alternatives are being developed, but construction is not yet approved or funded. Project cost is estimated at \$220 million. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Benefits

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

Current Status

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



Green River Road Bike Lane Gap Closure

Project Description

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

Key Considerations

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

Benefits

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

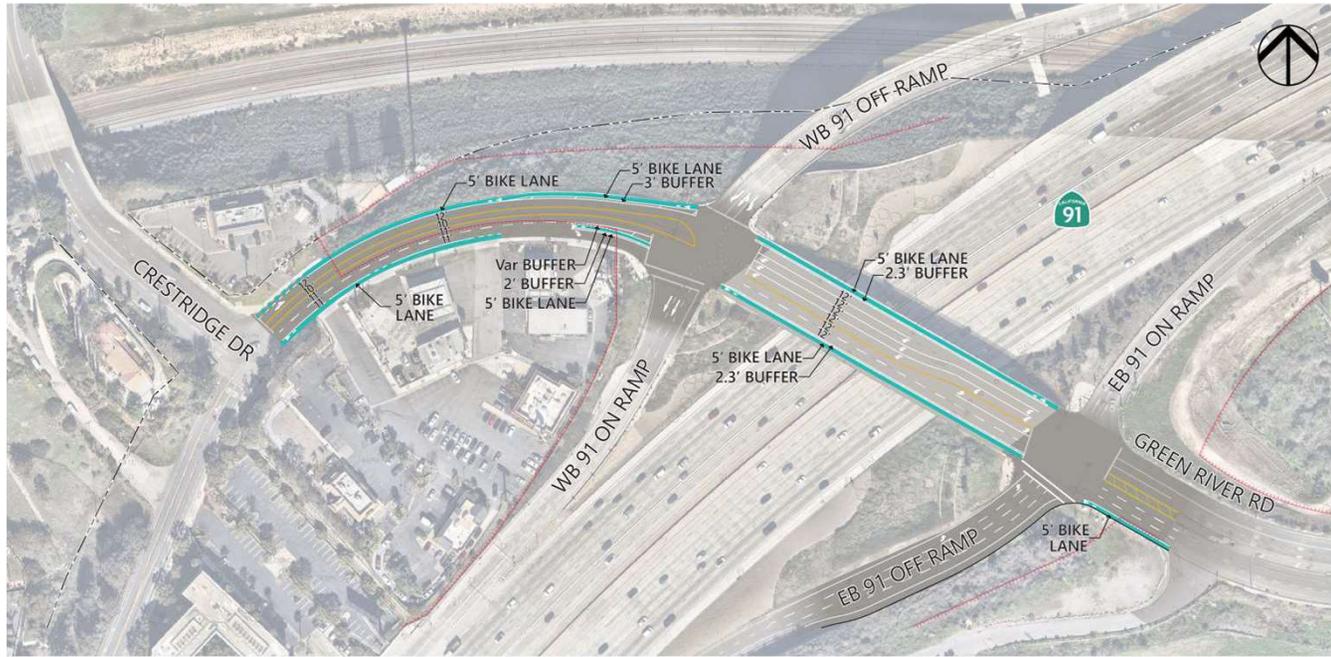
Schedule and Cost

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

Cost is estimated to be \$14,000.

Current Status

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

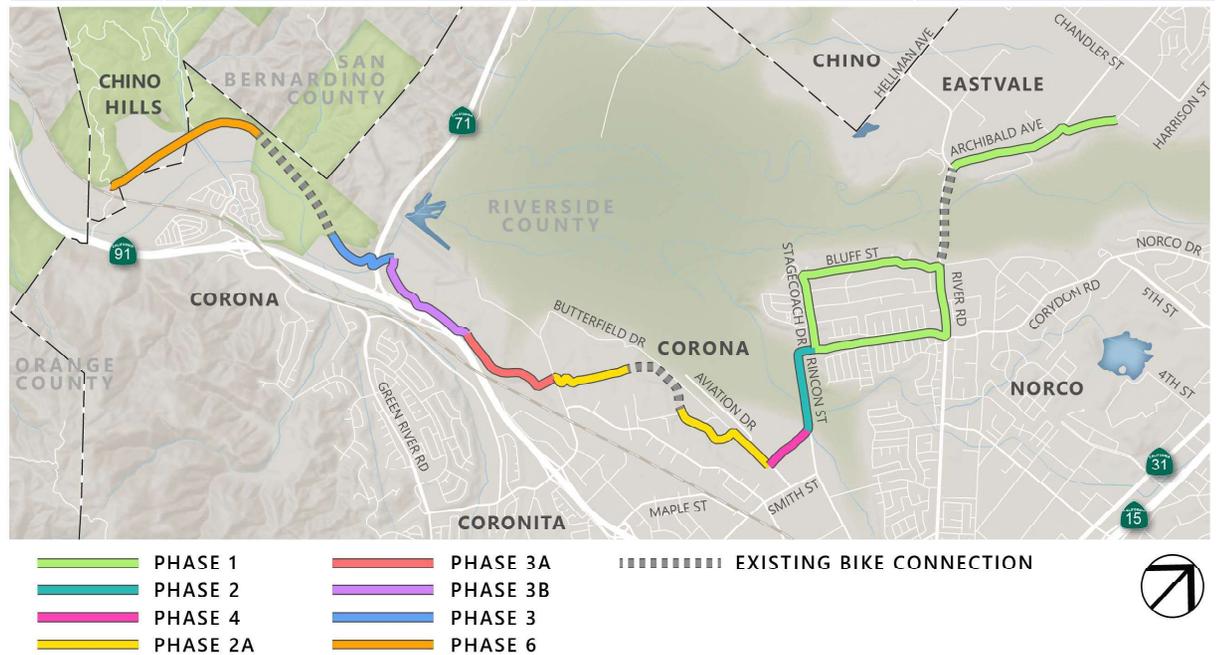


Project Description

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

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

Phase	Schedule	Cost	Status
1	TBD	unknown	On hold pending funding
2,2A,3A	Env and Design complete summer 2025	\$9 million – Phases 2/2A/3A	No construction funding
3B	Env and Design complete spring 2025, construction by 2028	\$1 million	Funded and incorporated into USACE spillway project
3	TBD	unknown	On hold pending funding
4	Complete	\$1.5 million	Complete
6	Complete by 2026	\$25 million	Funded



SR-71/SR-91 Interchange Improvements

Project Description

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

Key Considerations

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

Benefits

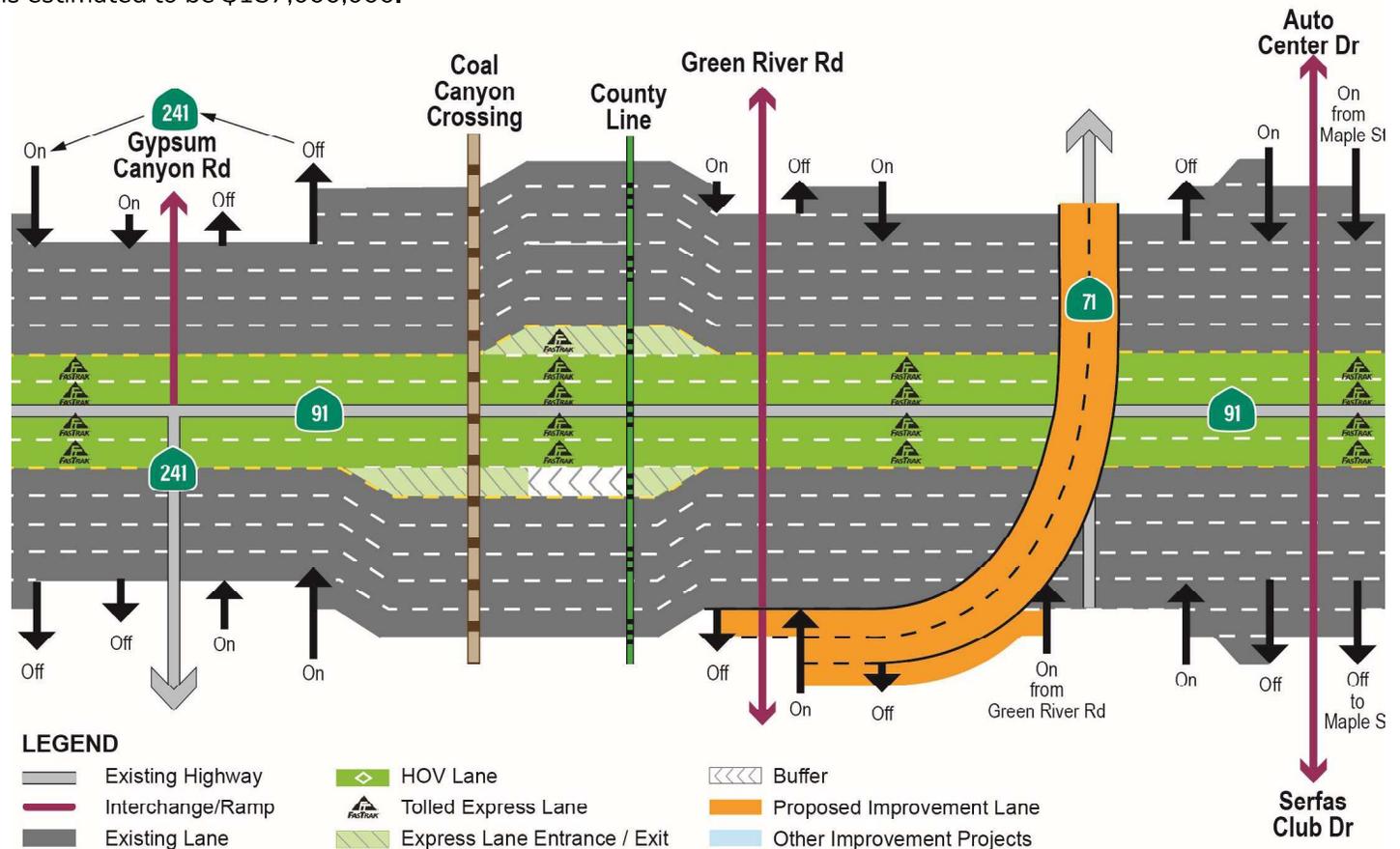
The project will provide a new direct connector improvement from EB SR-91 to NB SR-71, replacing the geometric choke point created by the existing loop connector. The project will also improve traffic operations and operational efficiency by eliminating or minimizing weaving conflicts through the use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

Schedule and Cost

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

Current Status

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



Project Description

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

Key Considerations

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

Benefits

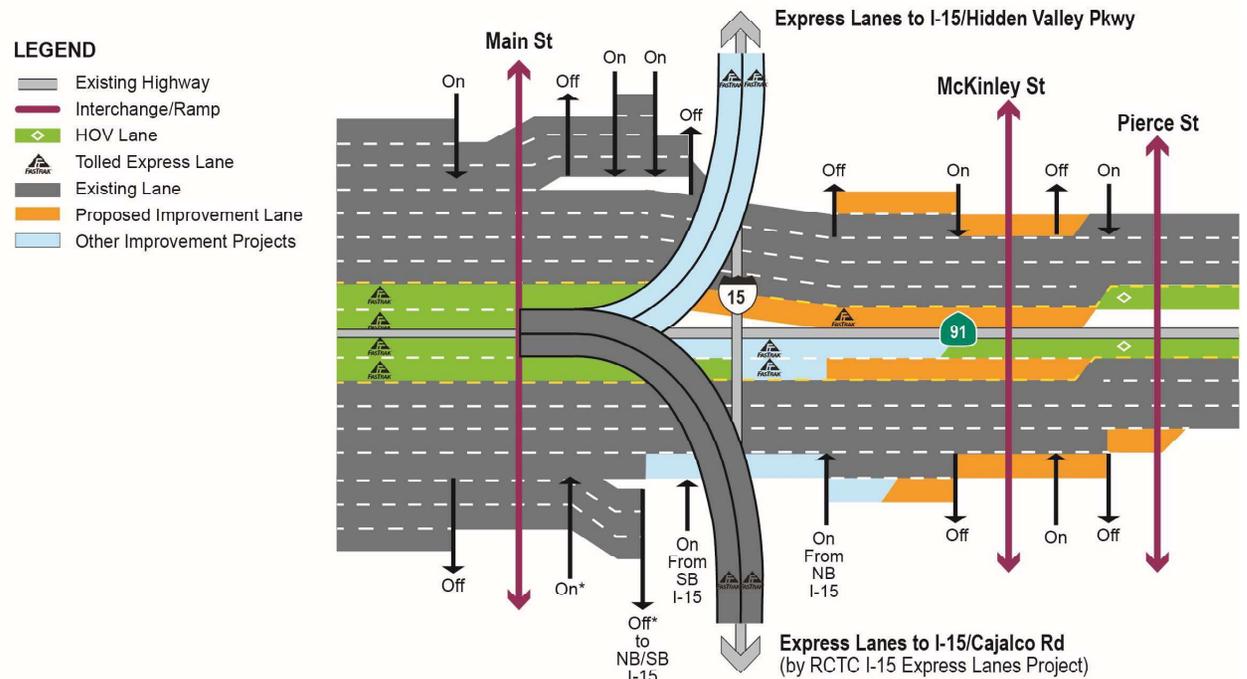
The SR-91 Improvements East of I-15 will reduce congestion and delays by providing additional operational improvements on SR-91 from I-15 to Pierce Street.

Schedule and Cost

Anticipated project completion and cost are to be determined. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Current Status

Preliminary engineering is complete but is currently being revisited. The SR-91 Improvements East of I-15 is currently included in the SR-91 CIP environmental document for the SR-91 that was completed in 2012.






Bi-County Projects

There are three Bi-County improvement projects that will benefit both Orange and Riverside Counties. These projects include: the SR-241/SR-91 Tolled Express Connector, 91 Eastbound Corridor Operations Project (SR-241 to SR-71), and 91 Westbound Improvements (SR-241 to SR-71). The total cost for the projects is expected to be more than \$674 million (in 2025 dollars, or as noted).

Bi-County Project Summary	Cost (Millions)
SR-241/SR-91 Tolled Express Connector	\$524
91 Eastbound Corridor Operations Project (SR-241 to SR-71)	\$150
91 Westbound Improvements (SR-241 to SR-71)	TBD
SUBTOTAL	\$674+

Project Description

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

Key Considerations

The project is part of the planned build out of the Eastern Transportation Corridor as approved in 1994. The purpose of the project is to improve traffic operations on the Northbound 241 Toll Road and SR 91 Corridor by providing a new route choice, reducing weaving and merging that causes congestion, and ensure free-flow speeds within the 91 Express Lanes. A key consideration is for the 241/91 EC to use dynamic pricing and progressive demand management tools to manage demand, while maximizing system performance and meeting performance metrics. The project will require widening of SR-91 to accommodate the direct connector and associated Express Auxiliary Lanes in the median. The project's planned construction considers and aligns with the implementation of other planned improvements in the area including the SR-91 Eastbound Corridor Operations Project and SR-71/SR-91 Interchange Improvements. Coordination between TCA, OCTA, RCTC, and Caltrans continues to ensure operations and maintenance considerations are addressed prior to and during operations. Coordination will also continue with local agencies including the city of Anaheim to ensure consistency with existing transportation plans.

Schedule and Cost

Final Design is expected to be completed in 2025. Construction is anticipated to last approximately 36 months beginning in 2025 with project opening in 2028. These milestones are contingent upon approval of interagency agreements between F/ETCA, Caltrans, RCTC, and OCTA on such matters as a Master Agreement, Operations Agreement, and F/ETCA receiving tolling authority approval from the California Transportation Commission (CTC). The total cost of the project will be approximately \$524,000,000.

Benefits

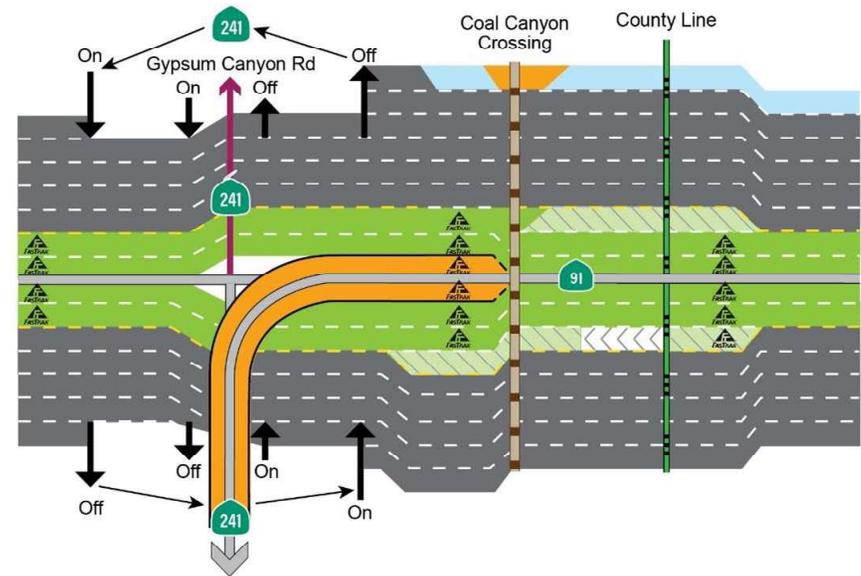
The project will provide a direct connection between the 91 Express Lanes and the 241 Toll Road, therefore providing benefits such as a new route choice, improving regional mobility, enhanced traffic operations on the 91 and 241 corridors resulting in travel time savings depending on direction, day and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

Current Status

Caltrans approved the Project Approval and Supplemental Environmental Document with Record of Decision in March 2020. The project is currently completing Final Design. In addition, OCTA, RCTC, and Caltrans are working collaboratively with TCA to complete negotiations and execute the Master and Operating Agreements. TCA is also progressing through the tolling authority process with the CTC.

LEGEND

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



Project Description

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

Key Considerations

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

Benefits

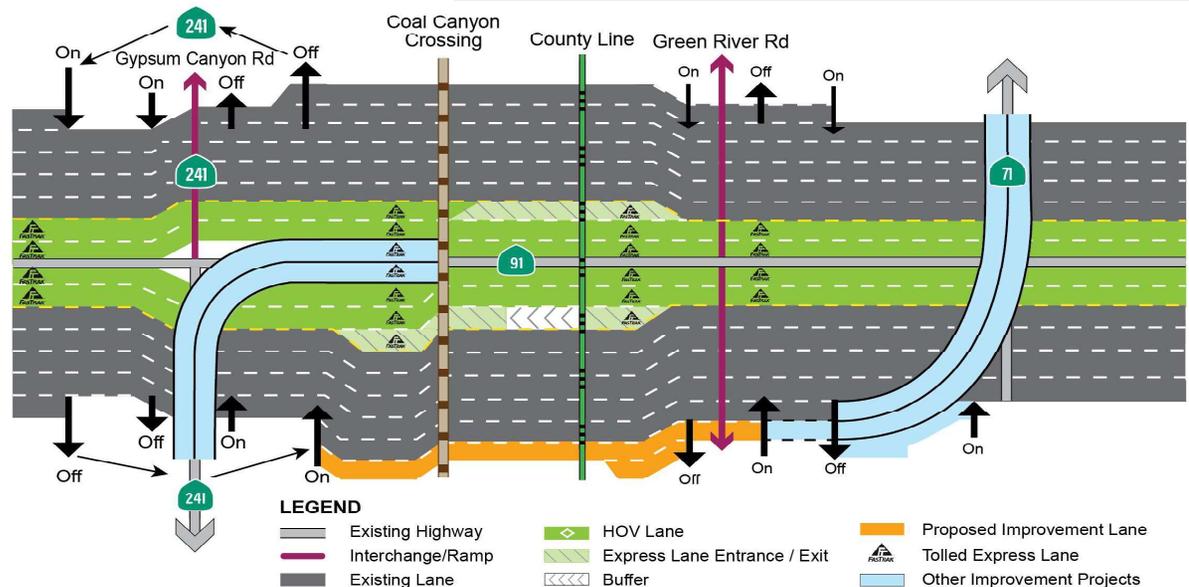
The 91 Eastbound Corridor Operations Project will reduce congestion and delays by providing additional operational improvements on SR-91 from SR-241 to SR-71.

Schedule and Cost

With an estimated cost of \$150,000,000, the project is anticipated to be completed by 2030. This project may be partially funded by 91 Express Lanes surplus toll revenues.

Current Status

The 91 Eastbound Corridor Operations Project is included in the SR-91 CIP environmental document that was completed in 2012. An alternatives analysis to evaluate potential improvement options in the eastbound direction was initiated in 2020 and completed in 2022. Efforts to determine final scope and prepare an environmental revalidation began in 2023 and is expected to be completed in 2025 followed by initiation of the Final Design phase.





Post-2035 and Conceptual Projects

Concepts for potential Post-2035 implementation focus on longer-lead time projects. This multi-billion dollar program may include: a westbound auxiliary lane, an elevated 4-lane facility (MIS Corridor A) from SR-241 to I-15; Westbound SR-91 to Southbound SR-55 Connector Improvements, Eastbound SR-91 Fifth Lane Addition at SR-241, and Fairmont Boulevard Improvements. These potential concepts include significant environmental constraints and right of way requirements in addition to requiring a significant amount of planning, design, and future policy and public input.

Concept Summary	Cost (Millions)
SR-91 Westbound Auxiliary Lane	\$40
Elevated 4-Lane Facility (MIS Corridor A) from SR-241 to I-15	\$2,720
Westbound SR-91 to Southbound SR-55 Connector Improvements	\$75-\$150
Eastbound SR-91 Fifth Lane Addition at SR-241	\$31
Fairmont Boulevard Improvements	\$76.8
SUBTOTAL	\$2,902.8 - \$2,977.8+

Concept Description

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

Key Considerations

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

Benefits

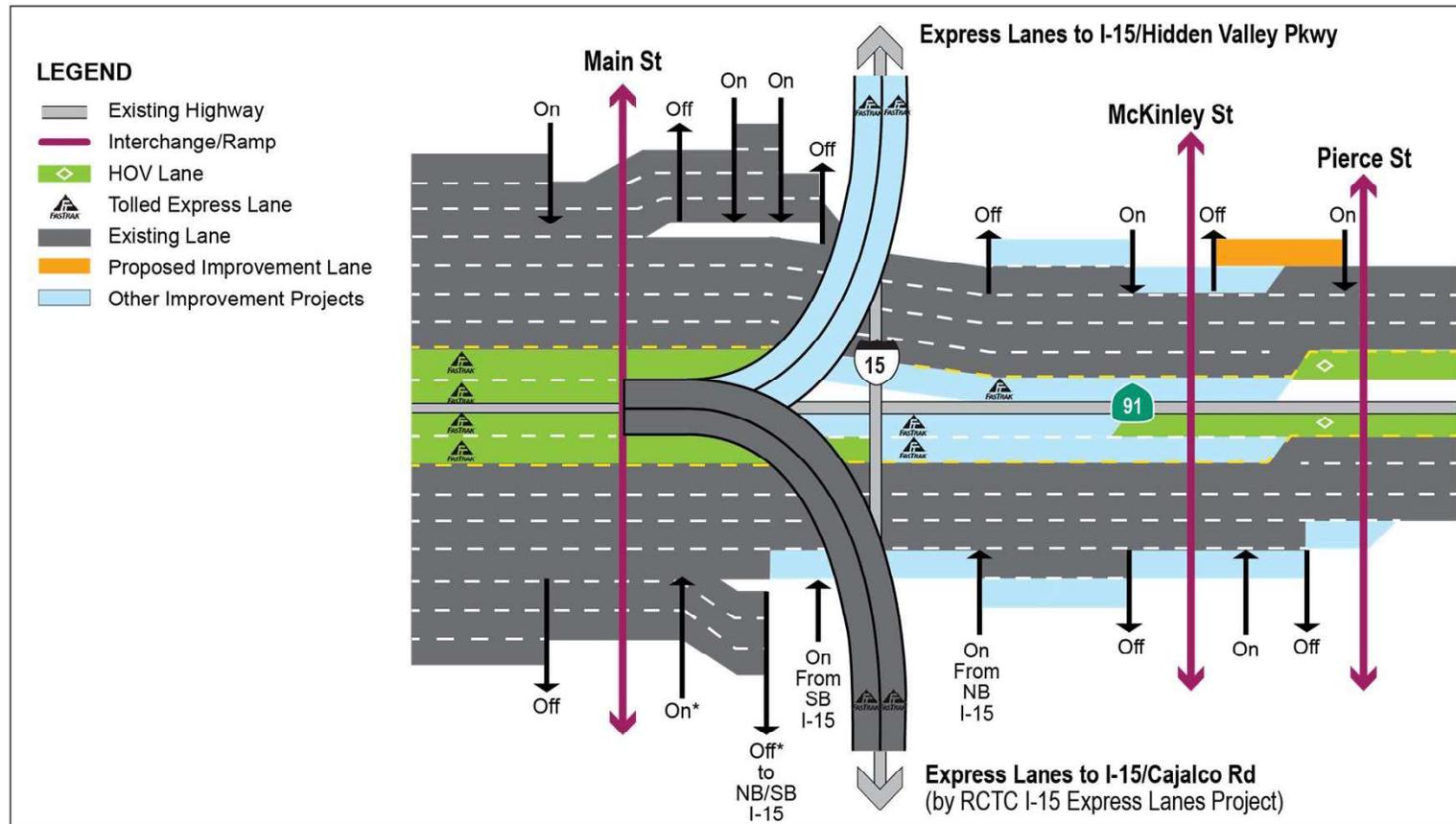
Reduce weaving and merging conflicts to improve operational efficiency and traffic safety on this segment of westbound SR-91.

Schedule and Cost

The estimated cost of the concept is approximately \$40 million and could be complete in 2033.

Current Status

Caltrans is currently developing a Project Initiation Document.



Concept Description

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

Key Considerations

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

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

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

Benefits

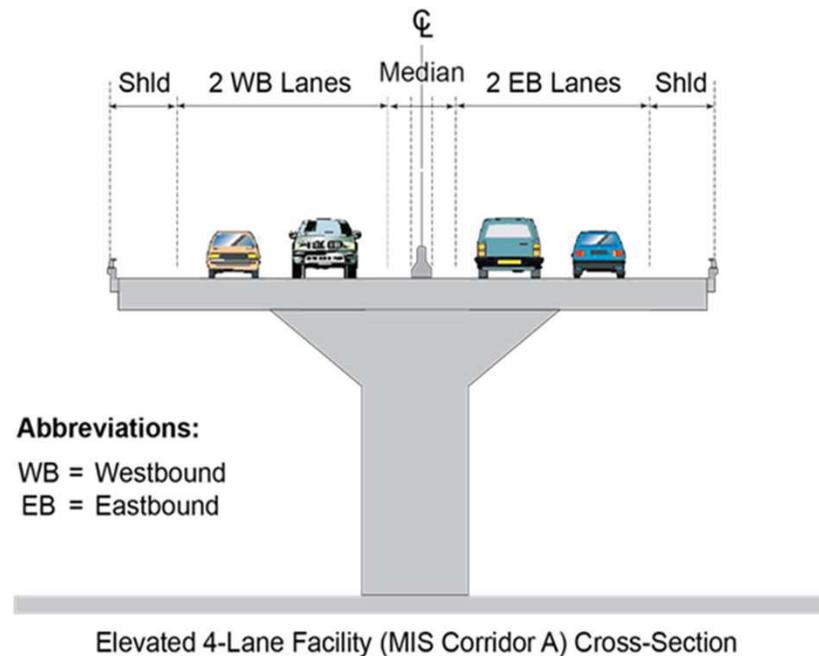
The concept would provide significant congestion relief by allowing vehicles to bypass the at-grade freeway lanes and local arterial interchanges between SR-241 and I-15. Connections are proposed directly between SR-91, SR-241, and I-15.

Schedule and Cost

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

Current Status

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



Concept Description

The project consists of operational improvements by modifying the connector to SB SR-55 from WB SR-91. The improvements would extend to Lakeview Avenue to the east and would include a new connector from WB SR-91 to SB SR-55 as a potential right-hand exit.

Key Considerations

Right-of-way impacts, detailed SR-55/SR-91 interchange improvements, and downstream impacts to SR-55 require further evaluation in a subsequent phase of project development. Conceptual design of SR-55/SR-91 would be coordinated with completed improvements at SR-91 and Tustin Avenue, and with the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Operational enhancements between SR-55 and Lakeview Avenue will provide some benefit for SR-55/SR-91 by addressing WB SR-91 weaving issues. In addition, the proposed WB drop-ramp from Lakeview Avenue has been designed to accommodate three WB through lanes on either side to reduce throwaway costs in the future should the SR-91 be shifted to accommodate a right-hand exit for SB SR-55.

Benefits

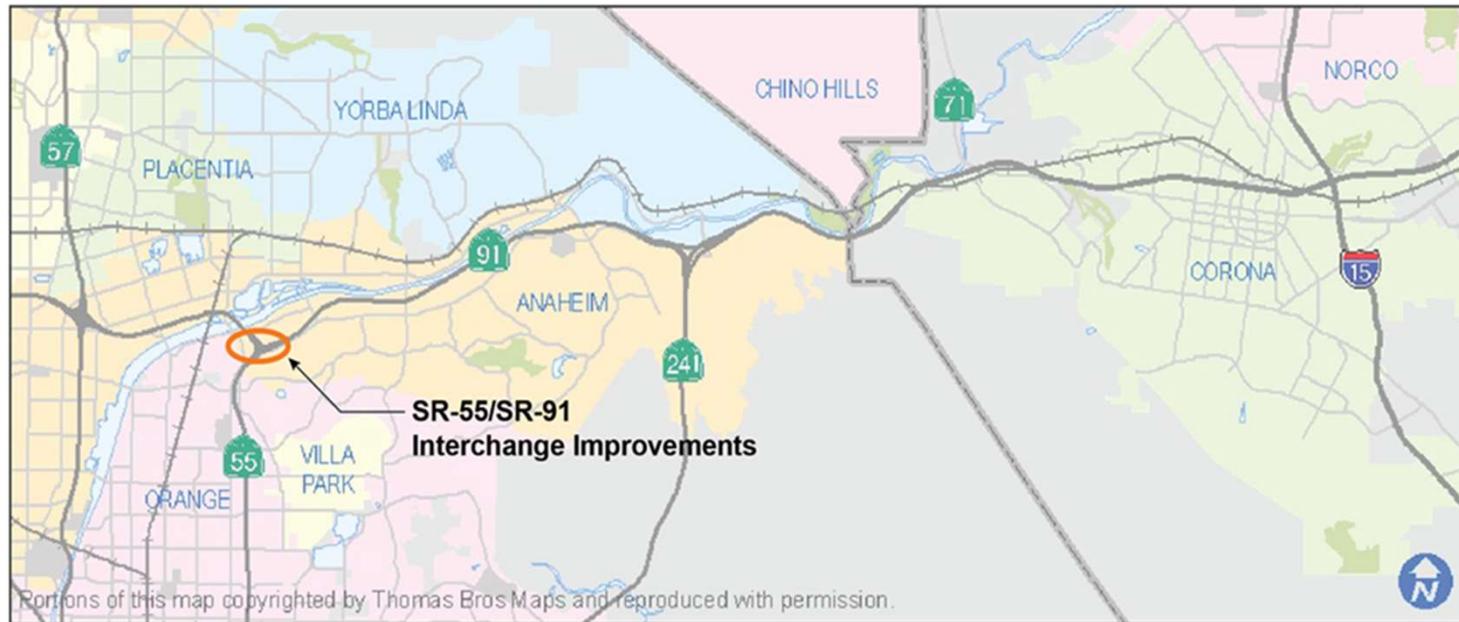
Interchange improvements are anticipated to provide congestion relief for WB SR-91 traffic and potentially improve the connection from WB SR-91 to SB SR-55.

Schedule and Cost

SR-55/SR-91 project information was derived from the Final Alternatives Evaluation and Refinement Report, December 2005, by the Riverside County - Orange County Major Investment Study (MIS). Focused SR-91/SR-55 conceptual engineering needs to be scheduled. However, initial conceptual engineering was also studied as part of the SR-91 Feasibility Study Between State Route 57 and State Route 55 Interchange Areas in June 2009, and as part of the SR-91 Environmental Study Improvements from SR-57 to SR-55.

Current Status

Anticipated project completion is post-2035 and construction cost is estimated to be from \$75,000,000 to \$150,000,000 (2014 dollars).



Concept Description

The location of the proposed EB SR-91 fifth general purpose (GP) lane addition (The Segment) is on EB SR-91 from Weir Canyon Road to the NB SR-241 Connector. The Segment consists of four GP lanes and two managed lanes (91 Express Lanes).

Upstream (westerly) from The Segment the EB SR-91 has 5 GP lanes and the 5th lane drops to the SB SR-241 Connector as some traffic volume exits to the SB SR-241. Downstream from The Segment the EB SR-91 gains the 5th lane back as the NB SR-241 Connector merges with SR-91 in a dedicated lane addition. This 5th lane continues beyond the Riverside County line providing enhanced mobility.

Key Considerations

This segment with four GP lanes might be creating a traffic choke point due to the decrease of capacity, potentially contributing to significant traffic delays passing through this segment along with other traffic issues such as queue jumping, weaving, merging and operational speed differential. However, additional traffic from NB SR-241 to EB SR-91 and Gypsum Canyon Rd on-ramp suggest balancing the number of lanes should be carefully examined. As such, additional capacity will enhance EB freeway operations along this Segment.

Benefits

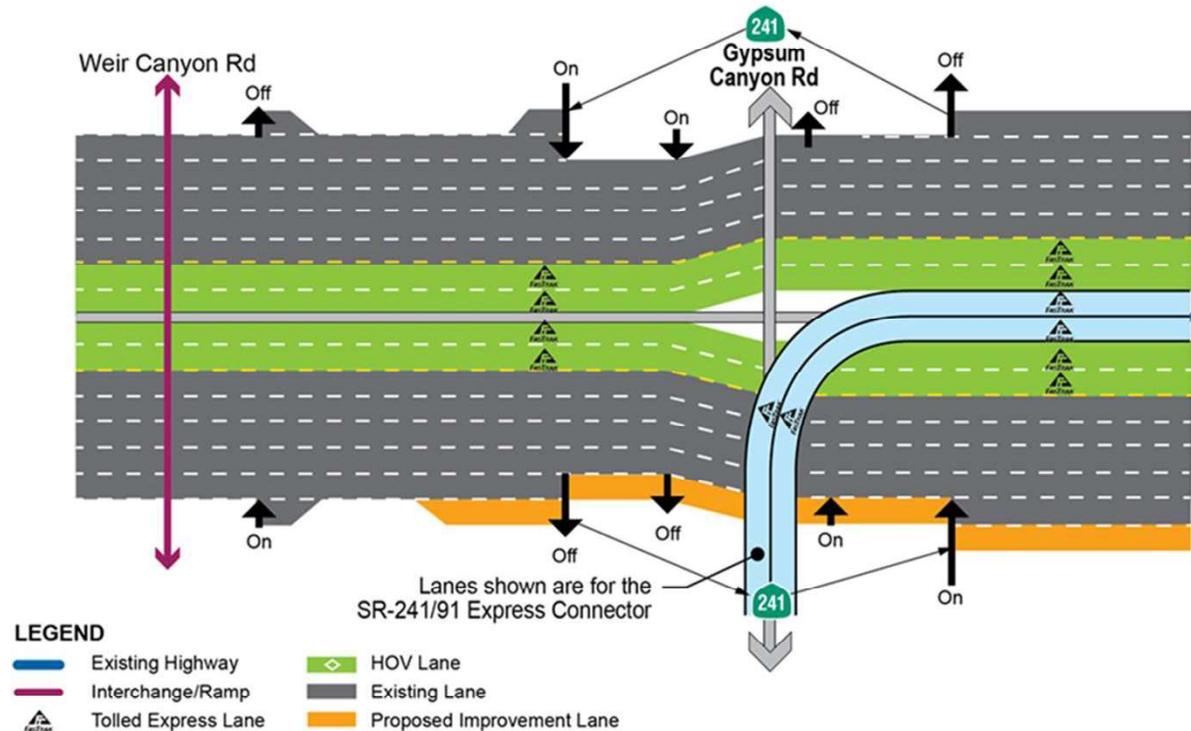
- Extends the existing 5th EB GP lane easterly and ties it to the existing 5th lane downstream. This could provide capacity enhancement and may result in removing an existing choke point. Significant delay savings is anticipated.
- Potentially eliminate queue jumping in this area from EB SR-91 as well as Weir Canyon Rd.
- Potentially reduce speed differential between through lanes, thus creating a more balanced flow.
- Potentially provide balanced lane utilization at high traffic demand area.

Schedule and Cost

Additional traffic analysis and study is required to confirm the benefits to EB SR-91 by the proposed improvements. This location was identified by Caltrans as a high congestion location in the County. The concept is intended to improve the choke point that exists due to the presence of a 4-lane segment between 5-lane freeway segments.

Current Status

Total project cost, based on Caltrans' estimate, is \$31.25 million. Project schedule has not been determined.



Concept Description

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

Key Considerations

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

Schedule and Cost

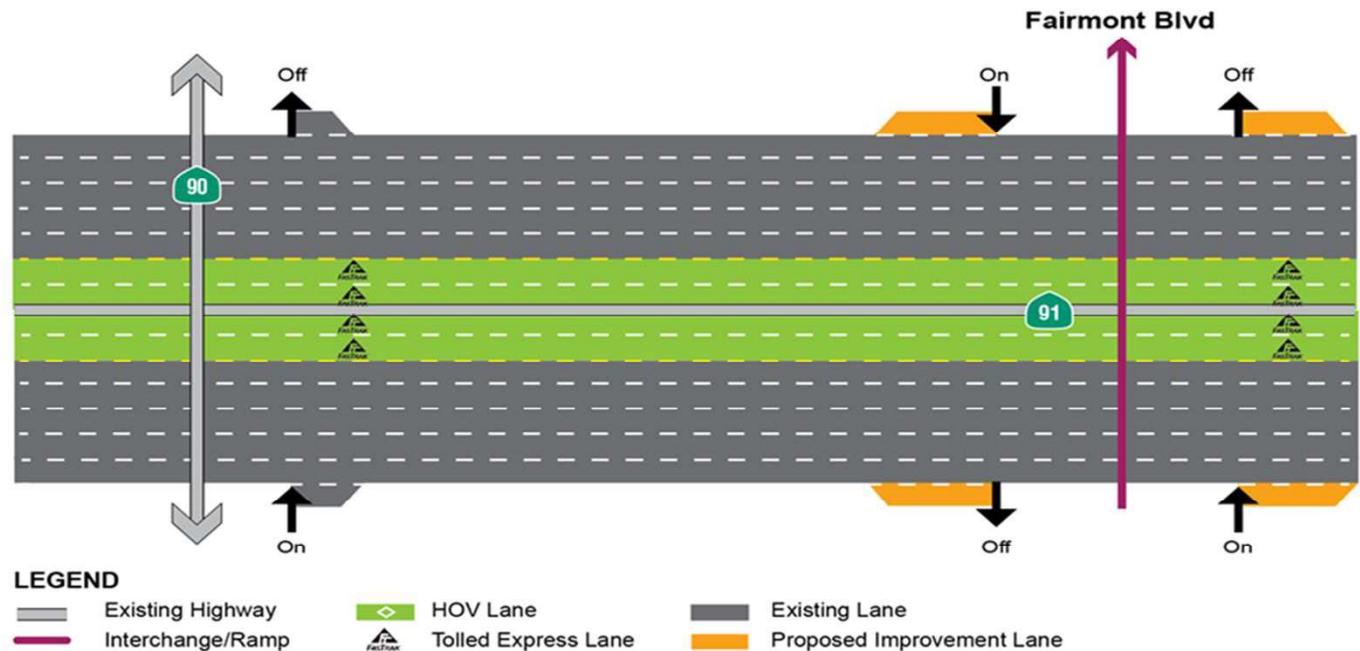
The City of Anaheim completed a conceptual engineering study in December 2009 for the interchange. Multiple alternatives have been developed as part of the conceptual engineering study. Bicycle/pedestrian bridge is currently in initial planning stages. Project development is pending funding identification.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

Benefits

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

Current Status

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





Completed Projects

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

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

Project Description

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

Key Considerations

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

Benefits

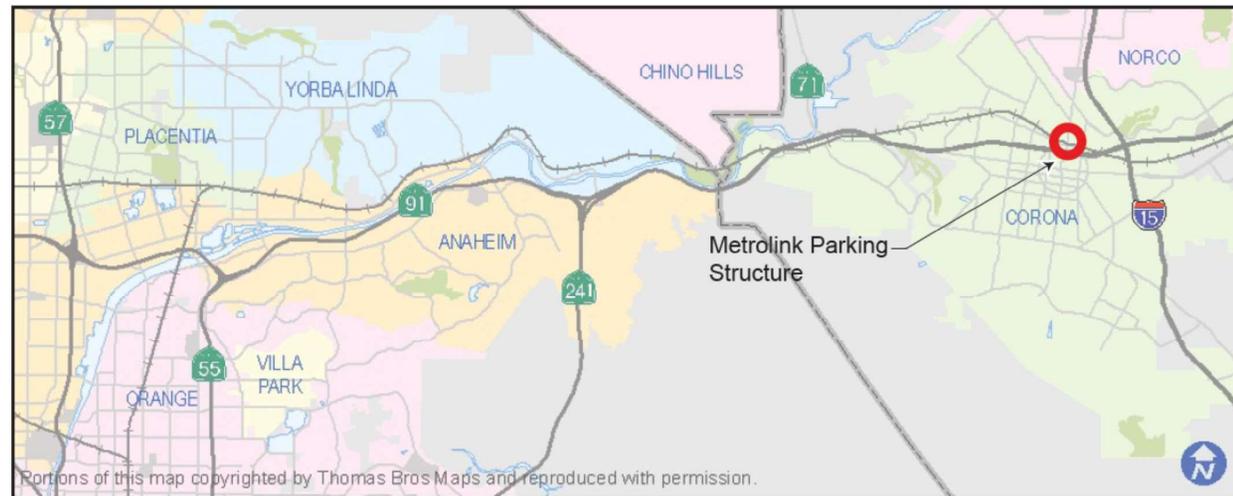
Demand for parking currently exceeds the capacity at the North Main Street Corona station. New parking capacity will allow Metrolink ridership to increase thereby diverting vehicle trips from SR-91.

Current Status

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

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

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



Eastbound Lane Addition from SR-241 to SR-71

Project Description

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

Key Considerations

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

Benefits

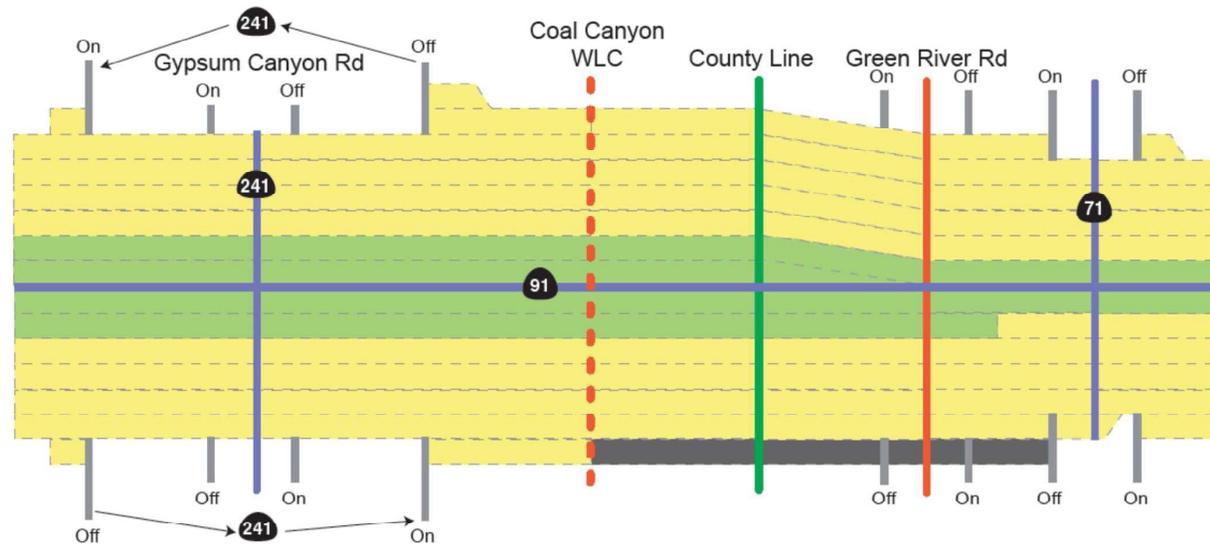
The lane addition would help alleviate the weaving condition between SR-241 and SR-71, as well as remove vehicles from the SR-91 mainline that would be exiting at Green River Road and SR-71.

Current Status

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

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

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



Project Description

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

Key Considerations

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

Benefits

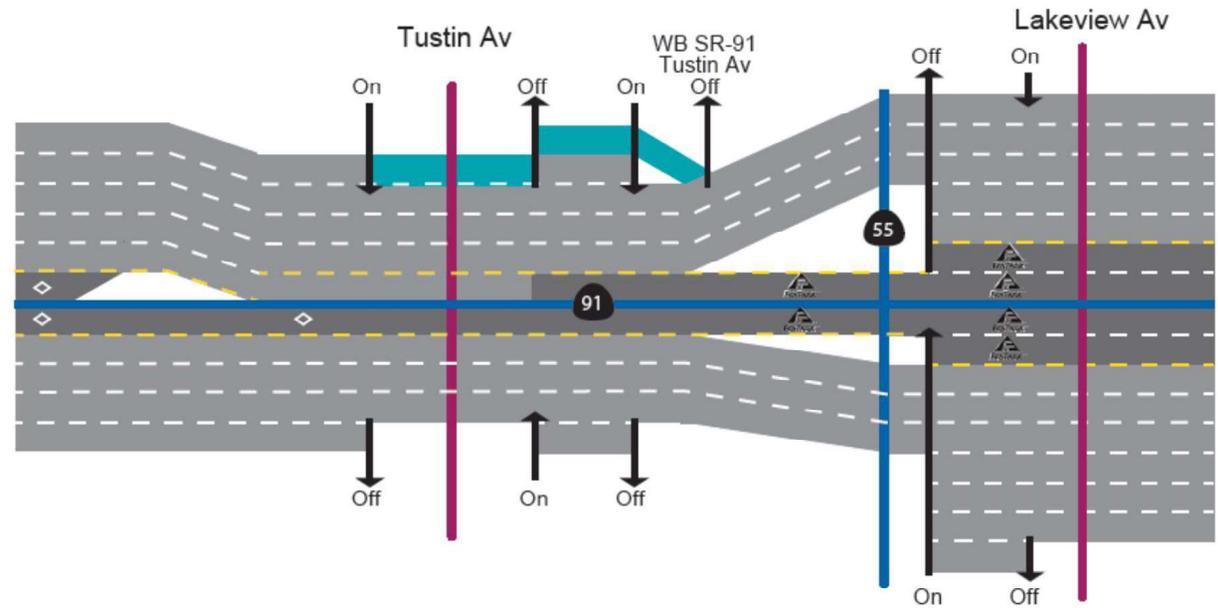
The project would reduce or eliminate operational problems and deficiencies on this section of WB SR-91 including weaving and merging maneuvers. This project would also address choke-point conditions, which are caused primarily by extensive weaving between the NB SR-55 to WB SR-91 connector and the WB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

Current Status

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

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

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



Project Description

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

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

Key Considerations

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

Benefits

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

Current Status

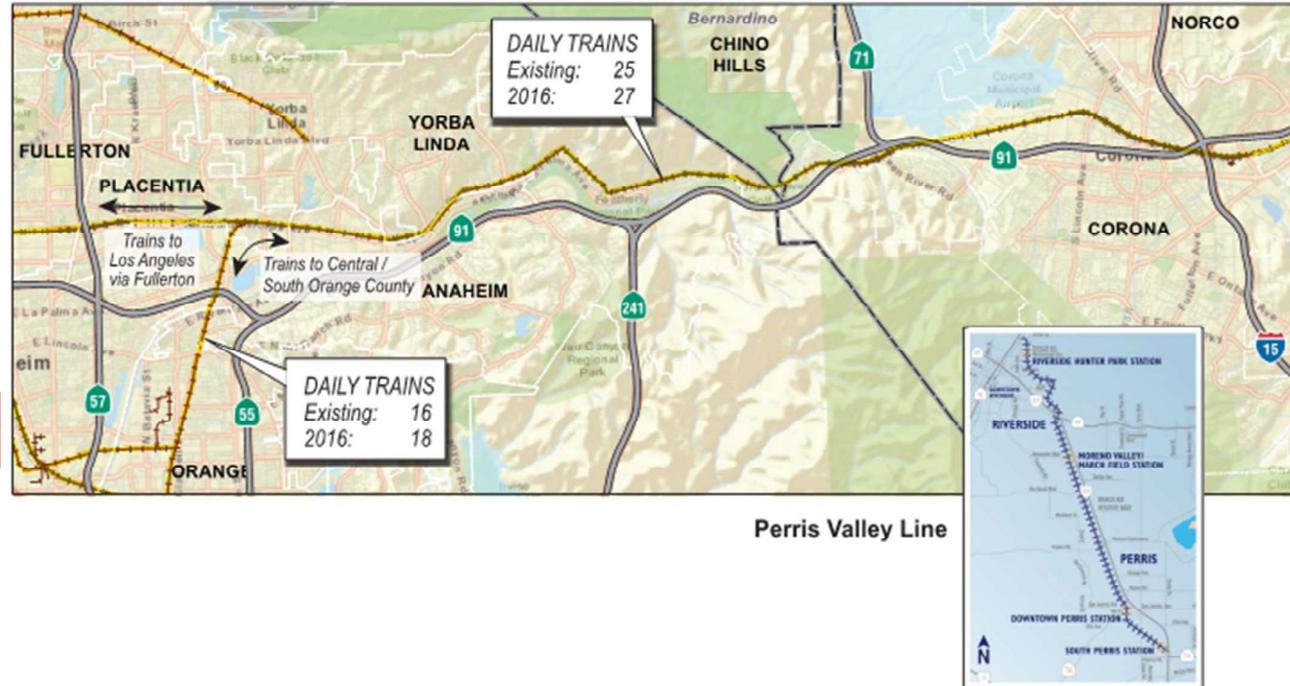
Two additional IEOC Line roundtrips were added in late 2015, and in Mid-2016, nine trains began service on the Perris Valley Extension to the 91/PV Line.

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

Costs from OCTA and RCTC (in 2015 dollars)

Project Schedule

Completed 2016

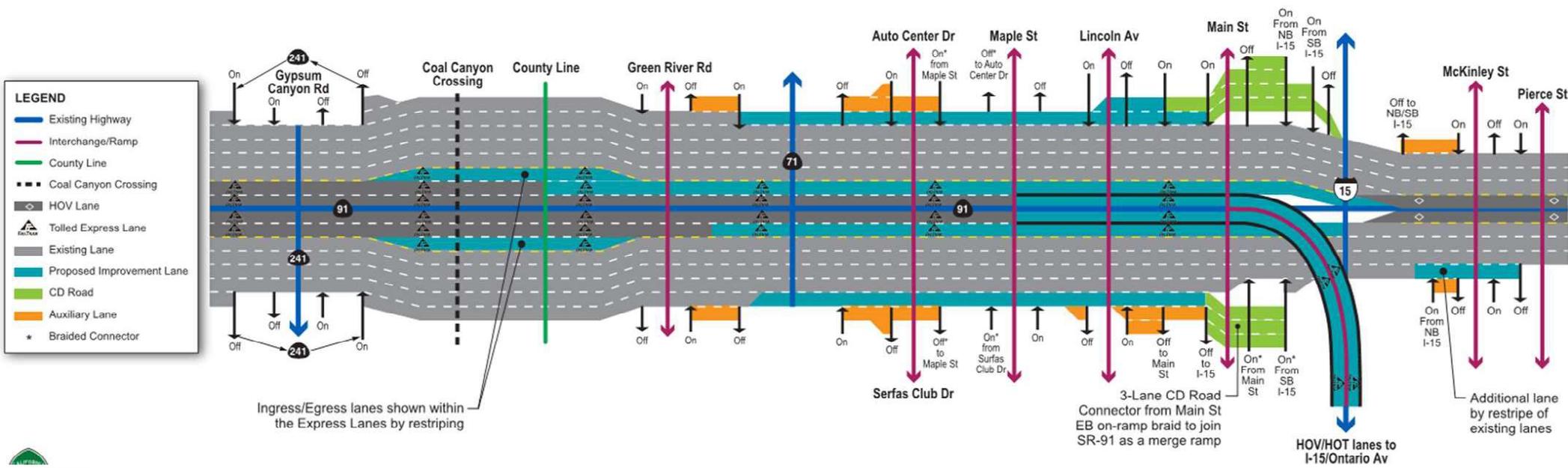


Project Description

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

Key Considerations

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



(Continued)

Current Status

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

Benefits

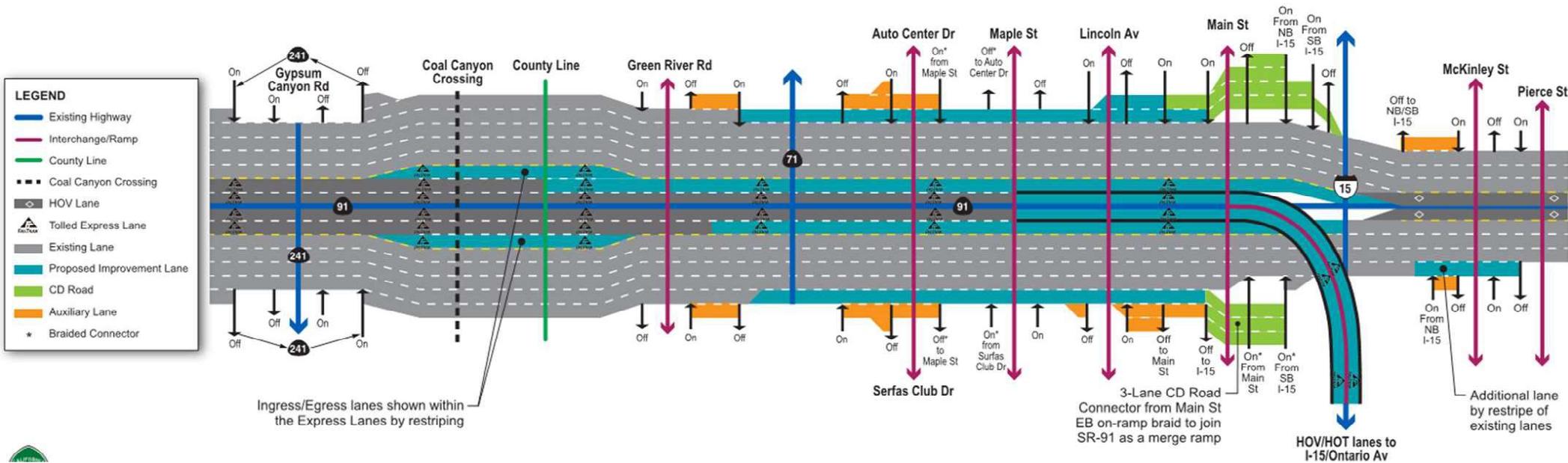
The Initial Phase and Ultimate CIP projects will reduce congestion and delays by providing additional SR-91 capacity from SR-241 to Pierce Street, along I-15 from SR-91 to Cajalco Road to the south, and to Hidden Valley Parkway to the North. Traffic operations will improve by eliminating or reducing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

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

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

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

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



Project Description

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

Existing Service

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

New Service

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

Key Considerations

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

Benefits

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

Schedule and Cost

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

Current Status

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



Project Description

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

Schedule and Cost

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

Current Status

Construction and project implementation has begun.

Benefits

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



Project Description

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

Key Considerations

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

Benefits

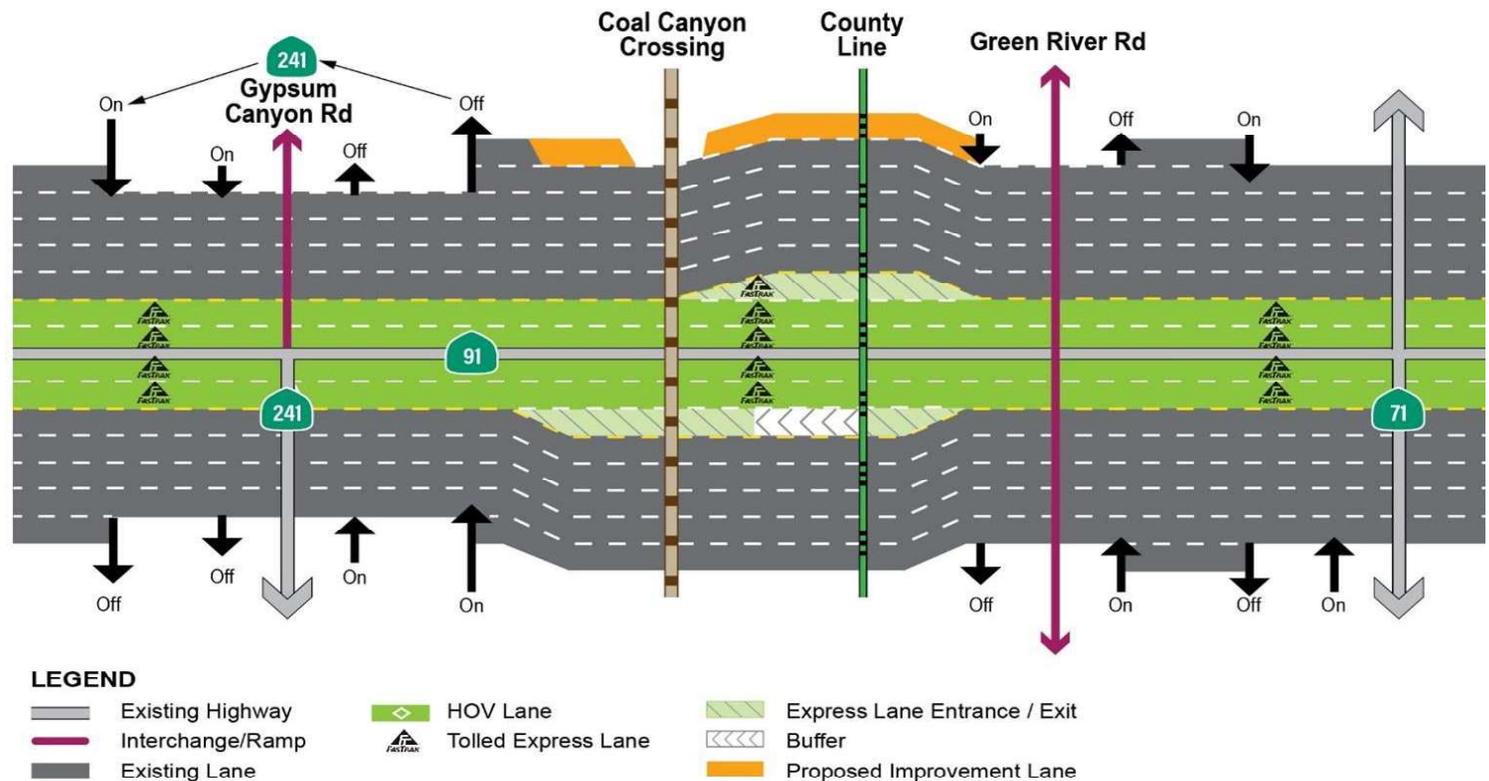
The 91 COP will reduce congestion and delays along westbound SR-91 between McKinley Street and SR-241.

Schedule and Cost

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

Current Status

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



Anaheim Canyon Metrolink Station Improvements

Project Description

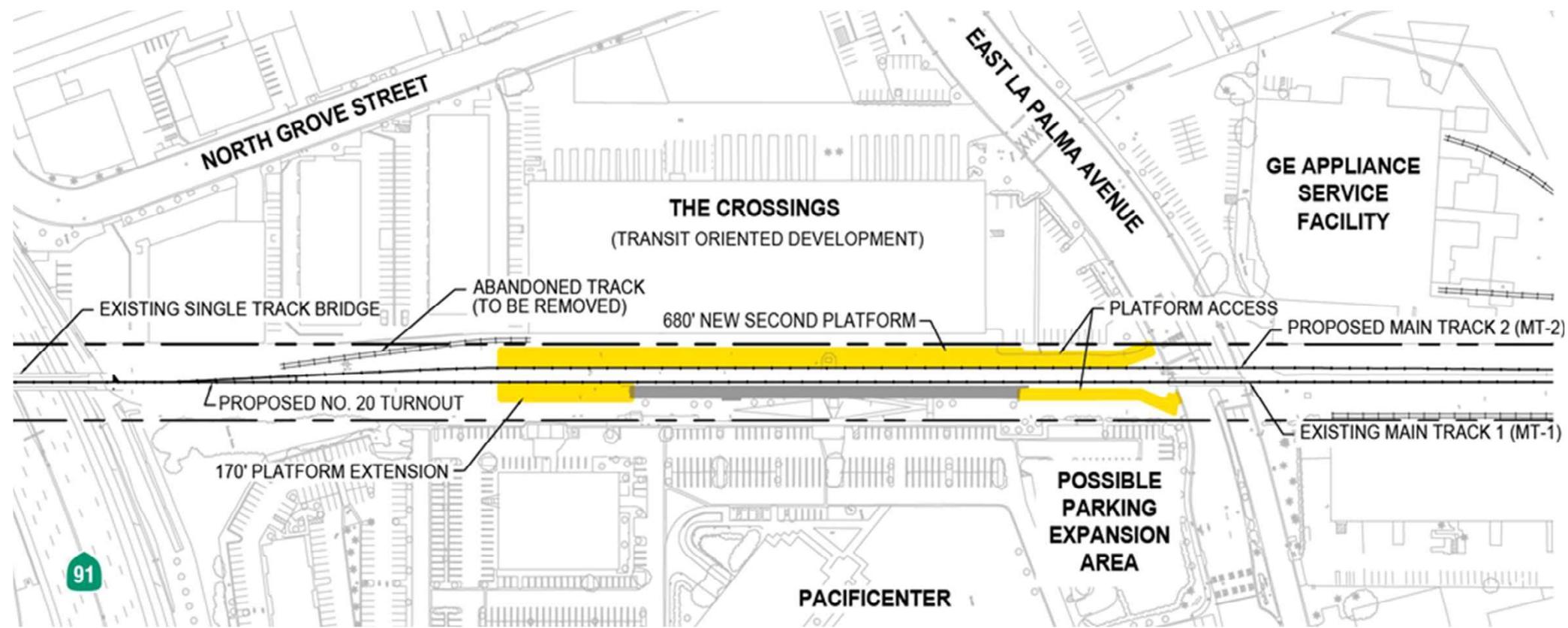
The Anaheim Canyon Metrolink Station Improvement Project will include the addition of approximately 3,400 linear feet of secondary track; a second platform; extending the existing platform; improvements at two at-grade railroad crossings located at Tustin and La Palma; as well as new shade structures,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

Schedule and Cost

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

Benefits

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



Project Description



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

Key Considerations



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

Benefits



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

Schedule and Cost



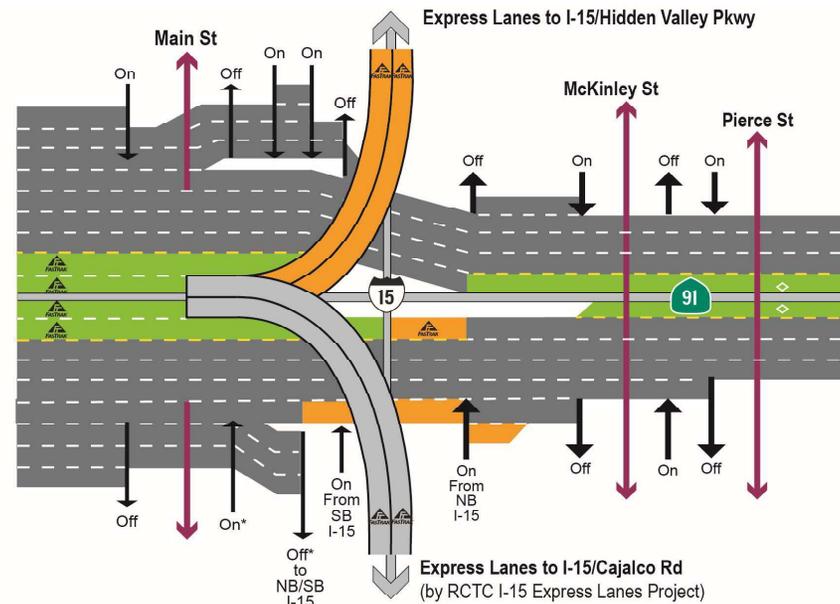
Construction is planned to be completed in late 2023. The total project cost is estimated to be \$270,000,000.

Current Status



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

- LEGEND**
- Existing Highway
 - Interchange/Ramp
 - HOV Lane
 - Tolloed Express Lane
 - Existing Lane
 - Proposed Improvement Lane



Project Description

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

Key Considerations

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

Benefits

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

Schedule and Cost

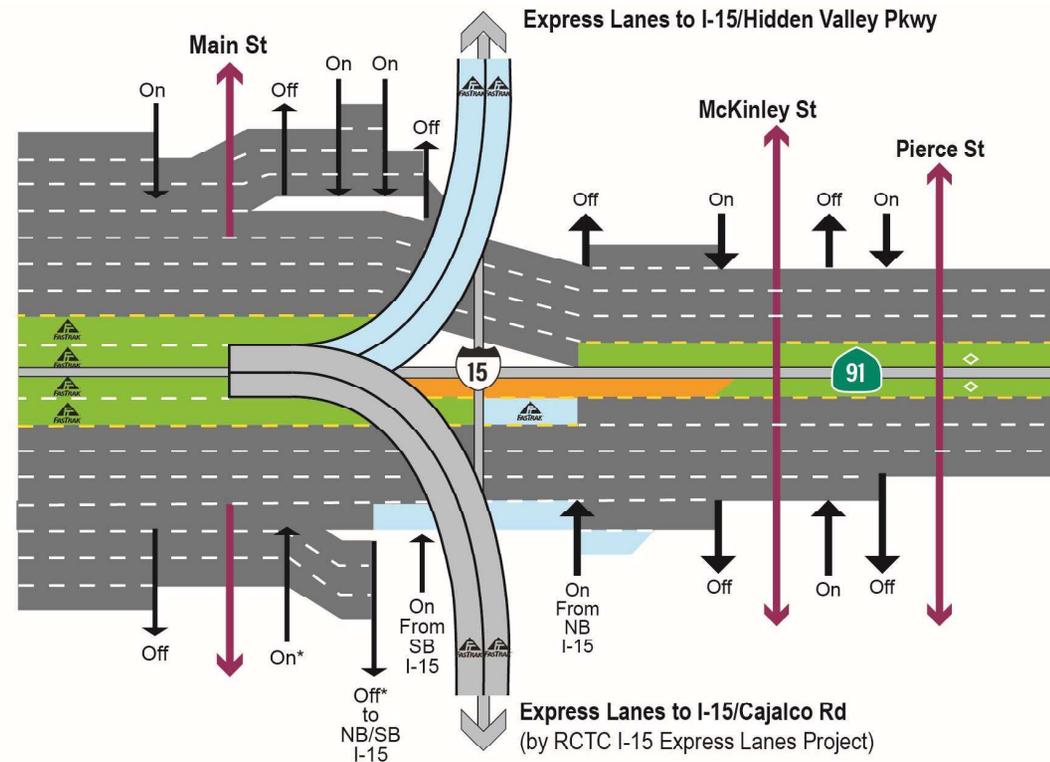
Construction is planned to be completed in late 2023. The total project cost is estimated to be \$10,000,000.

Current Status

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

LEGEND

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



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

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

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

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

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

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

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

M2020 Plan (Measure M), September 2012

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

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

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

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

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

SR-91/Fairmont Boulevard Feasibility Study, December 2009

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

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

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

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

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

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

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

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

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



June 2, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Contract Change Order for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Overview

On November 14, 2016, the Orange County Transportation Authority Board of Directors approved Agreement No. C-5-3843 with OC 405 Partners, a joint venture, for the design and construction of the Interstate 405 Improvement Project Between State Route 73 and Interstate 605. A contract change order is required for additional directed work necessary for the completion and closeout of the Interstate 405 Improvement Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$7,117,306, increasing the contract value to \$1,516,575,830 for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), has implemented the Interstate 405 (I-405) Improvement Project from State Route 73 (SR-73) to Interstate 605 (I-605) (Project). The Project added one general purpose lane from Euclid Street to I-605, consistent with Measure M2 (M2) Project K, and 405 Express Lanes between SR-73 and I-605.

On November 14, 2016, the OCTA Board of Directors (Board) approved Agreement No. C-5-3843 with OC 405 Partners (OC405), a joint venture, for the design and construction of the Project. The contract was executed and Notice to Proceed (NTP) No. 1 was issued to OC405 on January 31, 2017. On July 27, 2017, NTP No. 2 was issued to OC405 for the full design and construction of the Project.

As OCTA and our contractor worked with our partners and stakeholders to close out the Project, additional work directed by OCTA was required to meet all applicable obligations. The additional directed work is described in more detail below.

Additional Civil Improvements

Additional civil improvements were necessary for the Project. This work included the installation of decorative bridge lighting requested by the cities of Huntington Beach and Westminster, reconnection of traffic loops at the State Route 22/I-405/I-605 interchange to ensure that Caltrans' Transportation Management System (TMS) is fully functional, and replacement of a Caltrans changeable message sign (CMS) that was beyond repair. Additional grading work was also performed at the Ward Street overcrossing to address right-of-way encroachment issues and at a slope near Bolsa Chica Road to complete utility relocation work. Grading and paving work was also performed at the Brookhurst Channel to provide access and an appropriate area to turn trucks around as required by the City of Fountain Valley. In addition, channelizers were added at the electronic toll and traffic management (ETTM) collection read sites and security fencing and gates were added at ETTM pad sites to protect those sites from ongoing vandalism. Finally, the inside shoulder of the 405 Express Lanes was rehabilitated during construction to minimize future maintenance and disruptions during express lanes operations. The implementation of these improvements required additional coordination, management, and overhead costs that were not anticipated in the original scope. The amount for the additional civil improvements necessary for the Project is \$4,700,000.

Additional Landscape Improvements

Additional landscape areas were identified for the Project. Working with Caltrans and the corridor cities during construction, it was determined that additional landscape areas were needed to provide more logical limits of landscaping. This effort expanded the overall areas to be landscaped, which resulted in additional costs. The amount for additional landscape improvements is \$2,000,000.

Support for Toll Systems Contractor

OC405 coordinated and provided support to OCTA's toll lanes systems integrator, Kapsch TrafficCom USA (Kapsch), during commissioning of the 405 Express Lanes. During Kapsch's installation of its tolling systems, it was determined that modifications to the OC405 constructed civil work was necessary due to the addition of numerous ETTM cabinets utilized by Kapsch. The addition of the ETTM cabinets required OC405 to modify the freeway center median barrier and other previously built elements to accommodate the

additional ETTM cabinets. These modifications were not anticipated in the original scope. The amount for additional support for the toll systems contractor is \$2,000,000.

Bridge Deck and City Pavement Repairs

During construction, OC405 performed extensive repairs of the existing freeway mainline bridge deck over Beach Boulevard to address safety concerns for the traveling public. Improvements to the bridge over Beach Boulevard were not a part of the contractual scope of work. The damage was due to long-term use of the concrete bridge structure and the repair was not anticipated in the original scope of work. In addition, OC405 performed numerous pavement repairs of city streets, including Harbor Boulevard. The pavement repairs were necessitated by detour and construction traffic implemented to mitigate earlier schedule delays. The extent of the pavement repairs was not anticipated in the original scope of work. The amount for the bridge deck and pavement repairs is \$1,800,000.

Various Electrical Equipment Repairs

OC405 performed various electrical-related repairs in order to maintain safe operations within the project limits. This included addressing damages caused by third-party traffic accidents to streetlight fixtures and traffic signals, guardrail systems, and bridge barrier. OC405 also replaced failed Caltrans/city-supplied electrical equipment, and stolen materials such as copper wiring within the project limits. OC405 implemented multiple security and safety measures to protect these facilities and minimize repair costs. The amount for the various equipment repairs is \$1,100,000.

Hazardous Materials and Unhoused Encampment Clean Up and Removal

OC405 performed work to remove unhoused encampments and illegal dumping throughout the project limits. This effort included the use of subcontractors specializing in removal of hazardous materials and included work to repair damaged gates and fencing. Often times, the removal and repairs to damaged gates and fencing caused by unhoused individuals occurred multiple times at the same location. The amount for hazardous materials and unhoused encampment clean up and removal was \$1,500,000.

Additional Coordination with Corridor Cities and Caltrans

Given the large size and scope of the Project, OC405 was required to perform multiple punchlist walks with each stakeholder, including corridor cities and Caltrans, to review new directed work in addition to the punchlist walks to review

completed contract work. The punchlist coordination for the additional scope of work extended both duration and resources by OC405. Also, OC405 received comments beyond the scope of the contract that extended resource needs for review and verification. This additional effort was not anticipated by contract and resulted in additional costs for construction. The amount of the additional efforts is \$1,900,000.

The proposed Contract Change Order (CCO) is considered full and final and includes language that OC405 agrees to waive any and all rights to future claims against OCTA.

Procurement Approach

The procurement was handled in accordance with the best-value selection process authorized by AB 401 (Chapter 586, Statutes of 2013) for design-build (DB) projects and with OCTA's Board-approved procedures for public works projects, which conform to both federal and state requirements. On November 14, 2016, the Board authorized Agreement No. C-5-3843 with OC405, in the amount of \$1,217,065,000, for the design and construction of the Project through a DB contract.

The proposed CCO No. 173, will provide compensation to OC405 for the additional directed work required for the Project.

The contract contains line items for over excavation and pavement rehabilitation allowance funds that are part of the contract price but were not all used to date. Contract allowance work is complete, and no further work is anticipated. While the aggregate amount for the proposed CCO is \$15,000,000, this amount will effectively be reduced by the reallocation of \$7,882,694 in unused allowance funds, and application towards this CCO, resulting in the proposed CCO's net amount of \$7,117,306.

As such, a CCO will be issued in the amount of \$7,117,306, which will increase the total contract value to \$1,516,575,830.

Attachment A lists the CCOs that have been executed to date, and the CCOs that are pending execution with OC405.

Fiscal Impact

Funding for this work is proposed in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 0017-9084-FK101-0GM and 0037-9017-A9510-0GM, and is funded with a combination of federal, state, and local funds. The costs of CCO No. 173 are funded from unused reallocated

Contract Change Order for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605 *Page 5*

Contract Appendix 20 Allowance funds and project contingency and are not anticipated to increase the total project estimate of \$2.16 billion.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute CCO No. 173 to Agreement No. C-5-3843 with OC405, in the amount of \$7,117,306, for additional directed work necessary for the completion and closeout of the Project.

Attachment

A. OC 405 Partners, Agreement No. C-5-3843, Contract Change Order Log

Prepared by:



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Approved by:



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Executive Director, Capital Programs
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Pia Veesapen
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**OC 405 Partners
Agreement No. C-5-3843
Contract Change Order Log**

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
001	Technical Provisions – Execution Version	Approved	6/14/2017	\$0.00
002	Notice to Proceed No. 1 Payment Cap Increase and Substantial Completion Deadline Modifications	Approved	6/21/2017	\$0.00
003	Extra Maintenance Work (Provisional Sum)	Approved	7/28/2017	\$200,000.00
003.1	Amendment to Change Order to Add Additional Funds for Extra Maintenance Work	Approved	10/2/2018	\$200,000.00
003.1.1	Provisional Sum for Extra Maintenance Work - Unilateral	Approved	10/10/2019	\$400,000.00
003.1.2	Supplemental Extra Maintenance Work	Approved	1/16/2020	\$350,000.00
003.1.3	Supplemental Extra Maintenance Work	Approved	8/4/2020	\$350,000.00
003.2	Additional Extra Maintenance Work	Approved	12/22/2020	\$500,000.00
003.2.1	Supplemental Extra Maintenance Work	Approved	3/19/2021	\$500,000.00
003.2.2	Supplemental Extra Maintenance Work	Approved	6/7/2021	\$500,000.00
003.2.3	Supplemental Technical Provisions Section 21.4 - Extra Maintenance Work	Approved	11/15/2021	\$500,000.00
003.2.4	Technical Provisions Section 21.4-Extra Maintenance Work (Provisional Sum)	Approved	3/30/2022	\$200,000.00
003.3	Additional Extra Maintenance Work	Approved	7/14/2022	\$500,000.00
003.3.1	Technical Provisions Section 21.4 - Extra Maintenance (Provisional Sum)	Approved	12/5/2023	\$500,000.00
003.3.2	Technical Provisions Section 21.4 - Extra Maintenance (Provisional Sum)	Approved	3/9/2023	\$500,000.00
003.3.3	Technical Provisions Section 21.4 - Extra Maintenance (Provisional Sum)	Approved	6/6/2023	\$500,000.00
003.3.4	Technical Provisions Section 21.4 - Extra Maintenance (Provisional Sum)	Approved	8/30/2023	\$500,000.00
004	Design-Builder Personnel Changes (Appendices 7 and 23)	Approved	12/20/2017	\$0.00
005	Dispute Review Board (Provisional Sum)	Approved	9/13/2017	\$50,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
005.1	Increase in Provisional Sum per Contract Section 19.4 Disputes Board	Approved	7/1/2019	\$50,000.00
005.2	Increase in Provisional Sum per Contract Section 19.4 Disputes Board	Approved	8/21/2023	\$5,000.00
006	Allowance for 50 Percent of Costs of Partnering Facilitation Events (Provisional Sum)	Approved	9/13/2017	\$50,000.00
006.1	Partnering per Contract Section 19.1	Approved	7/1/2019	\$50,000.00
006.2	Partnering per Contract Section 19.1	Approved	8/30/2023	\$75,000.00
007	Implementation of California Department of Transportation (Caltrans) Guidance on Six-Inch Wide Longitudinal Traffic Lines and Non-Reflective Raised Pavement Markers	Approved	3/15/2018	\$0.00
008	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	9/13/2018	\$100,000.00
008.1	Supplemental Unknown Hazardous Materials	Approved	9/11/2019	\$100,000.00
008.2	Supplemental Unknown Hazardous Materials	Approved	11/25/2019	\$250,000.00
008.2.1	Supplemental Unknown Hazardous Materials	Approved	3/11/2020	\$150,000.00
008.3	Supplemental Unknown Hazardous Materials	Approved	5/4/2020	\$500,000.00
008.3.1	Supplemental for Additional Collection and Disposal of Unknown Hazardous Materials	Approved	11/2/2020	\$500,000.00
008.3.2	Supplemental Collection and Disposal of Unknown Hazardous Materials	Approved	12/7/2021	\$500,000.00
008.3.3	Collection and Disposal of Unknown Hazardous Materials (Provisional Sum)	Approved	8/30/2022	\$400,000.00
009	Repair of Caltrans' Fiber Optic Line	Approved	5/16/2018	\$31,753.69
010	Five Project Funding Identification Signs (Provisional Sum)	Approved	7/2/2018	\$32,644.25
011	Revised Right-of-Way (ROW) Availability Date of Caltrans Parcel No. 102919 Used by Mike Thompson's RV Super Store	Approved	6/28/2018	\$0.00
012	Credit to Orange County Transportation Authority (OCTA) for Elimination of the Street Widening Improvements Along Eastbound Edinger Avenue	Approved	9/13/2018	-\$237,982.39

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
013	Additional Design and Construction Cost Compensation Related to: City Bridge Width; Construction Changes to Minimize ROW Impacts; Revised Design Concept at Ellis Avenue On-Ramp to Southbound (SB) Interstate 405 (I-405); State Route 73 Overhead Sign Structures; Sendero Apartments Left-Turn Pocket on Magnolia Street; Newland Street Waterline Extension; and Signal Improvements at Ellis Avenue/Bushard Street	Approved	2/25/2019	\$8,560,555.00
013.1	Permanent Traffic Signal at the Intersection of Warner Avenue and Greenleaf Street	Approved	12/5/2019	\$460,327.00
014	Thrust Blocks for the City of Fountain Valley Water Lines	Approved	10/29/2018	\$88,021.00
015	Slater Bridge Construction Shuttle Services	Approved	12/4/2018	\$175,000.00
016	Construction Zone Speed Reduction	Approved	12/3/2018	\$70,000.00
016.1	Additional Speed Reduction Signs	Approved	12/31/2019	\$4,512.00
017	Relocation of Water Lines for the City of Fountain Valley	Approved	3/8/2019	\$800,000.00
018	Enhanced Gawk Screen at Bolsa Chica Road	Approved	1/25/2019	\$56,395.00
019	Brookhurst Street Overhead Sign Location Redesign	Approved	1/25/2019	\$11,484.00
020	Differing Site Conditions - Pavement Thickness at Magnolia	Approved	1/29/2019	\$4,095.00
021	Polymer Fibers in All Concrete Bridge Decks	Approved	3/19/2019	\$1,463,020.00
022	Temporary Construction Easement Reduction at La Quinta	Approved	3/19/2019	\$85,573.00
023	Updated FasTrak Logos (Unilateral)	Approved	2/21/2019	\$20,532.00
024	Express Lanes Channelizers	Approved	3/12/2019	\$122,778.00
025	Stainless Steel Inserts at Fairview Road Overcrossing	Approved	3/12/2019	-\$9,293.00
026	OCTA PlanGrid Software Licenses	Approved	3/28/2019	\$35,994.00
026.1	OCTA PlanGrid Software Licenses Supplemental	Approved	9/11/2019	\$8,570.00
026.2	OCTA PlanGrid Software Licenses Supplemental	Approved	3/8/2021	\$46,278.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
026.3	OCTA PlanGrid Software Licenses Supplemental	Approved	2/5/2023	\$27,000.00
026.4	OCTA PlanGrid Software Licenses Supplemental	Approved	5/7/2024	\$6,500.00
027	Utility potholing on Milton Avenue	Approved	9/12/2019	\$61,731.87
027.1	Electrical Infrastructure Work at Milton Avenue	Approved	1/16/2020	\$278,282.28
028	Mesa Water District 12-inch Water Line (Conflict Number 1127)	Approved	5/7/2019	\$208,600.00
029	Magnolia Loop Ramp Changeable Message Sign (CMS) Deletion	Approved	5/15/2019	-\$74,319.00
030	Motel 6 Soundwall 791 Elimination	Approved	5/15/2019	-\$130,000.00
031	Soundwall 956 Reduction	Approved	5/22/2019	-\$30,000.00
033	Edinger Channel Pavement Rehabilitation	Approved	7/30/2019	\$176,465.00
034	Chevron and Crimson Utility Relocation at Goldenwest Crossing	Approved	8/2/2019	\$75,000.00
034.1	Chevron and Crimson Utility Relocation Support	Approved	12/31/2019	\$12,018.00
034.2	Chevron and Crimson Goldenwest Relocation Assistance	Approved	2/18/2020	\$110,000.00
034.3	Chevron and Crimson Goldenwest Relocation Assistance	Approved	8/4/2020	\$10,982.00
034.4	Chevron and Crimson Goldenwest Relocation Assistance	Approved	9/21/2020	\$300,000.00
035	Incompatible Specifications – Adjacent to Continuously Reinforced Concrete Pavement	Approved	6/26/2019	\$2,900,557.00
036	Minor Construction Support for Dry Utilities	Approved	5/11/2020	\$100,000.00
036.1	Minor Construction Support for Dry Utility Relocations (Provisional Sum)	Approved	4/04/2022	\$100,000.00
037	Soundwall 375 Protect in Place	Approved	6/4/2019	\$200,000.00
040	High-Density Polyethylene in Lieu of Reinforced Concrete Pipe	Approved	7/9/2019	-\$7,418.68
041	Emergency Vehicle Preemption Devices at Fairview Road	Approved	7/9/2019	\$44,147.00
042	Executed Utility Agreements (Unilateral)	Approved	11/4/2019	\$0.00
043	Early Partial Removal of Soundwall 328	Approved	9/16/2019	\$14,414.18

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
044	Field survey for Frontier at Westminster Avenue	Approved	1/7/2020	\$12,908.42
045	Water Line Betterments (Conflict Number 1012 and 6044) at Warner Avenue	Approved	10/12/2019	\$256,244.00
046	Additional Water Lines at Brookhurst Street and Talbert Avenue in the City of Fountain Valley	Approved	12/5/2019	\$389,878.00
047	Additional Water Line Valves for the City of Fountain Valley	Approved	12/5/2019	\$266,828.00
048	Temporary Construction Easement Reduction at Sit n' Sleep (Caltrans Parcel Number 103026)	Approved	10/17/2019	\$129,243.00
049	Beach Boulevard Lane Widths Reduction (Necessary Basic Configuration Change)	Approved	10/17/2019	\$160,000.00
050	Vibration Sensitive Receptors (McFadden Avenue Overcrossing Abutment 3)	Approved	10/17/2019	\$59,383.87
051	Exercising Water Valves for the City of Fountain Valley	Approved	1/16/2020	\$50,000.00
052	McFadden Avenue Interconnect Between Beach Boulevard and Sugar Drive	Approved	11/14/2019	\$0.00
053	Traffic Signal Modification at Beach Boulevard and McFadden Avenue	Approved	11/14/2019	-\$128,118.00
054	Differing Site Conditions Pavement Against Median K-Rail	Approved	12/31/2019	\$11,133.00
055	LA Fitness at Retaining Wall 717	Approved	12/31/2019	\$8,428.29
056	Additional Speed Reduction Signs and Radar Packages	Approved	12/31/2019	\$148,397.00
057	Archaeological Treatment Plan	Approved	6/4/2020	\$200,000.00
057.1	Archaeological Treatment Plan	Approved	7/9/2020	\$500,000.00
057.1.1	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental)	Approved	8/27/2020	\$500,000.00
057.1.2	Supplemental Environmental Monitoring at Bolsa Avenue Overcrossing	Approved	10/30/2020	\$300,000.00
057.2	Archaeological Treatment Plan and Native American Monitoring	Approved	3/4/2021	\$500,000.00
057.2.1	Additional Archaeological and Native American Monitoring Treatment Plan	Approved	7/12/2021	\$500,000.00
057.2.2	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue (Supplemental) (Unilateral)	Approved	3/23/2022	\$500,000.00
057.2.3	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Avenue	Approved	7/14/2022	\$500,000.00
057.2.4	Archaeological and Native American Monitors at Goldenwest Street and Bolsa Supplemental (Unilateral)	Approved	1/11/2023	\$500,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
058	Biological Monitoring Naval Weapons Station Seal Beach (Unilateral)	Approved	6/29/2020	\$50,000.00
058.1	Biological Monitor at Naval Weapons Station Seal Beach	Approved	12/10/2021	\$50,000.00
059	Pavement Limits for Beach Boulevard and Edinger Avenue	Approved	2/18/2020	\$33,573.00
060	Heil Pedestrian Overcrossing and Switchback Ramp (Unilateral)	Approved	2/25/2020	\$1,044,927.00
061	Plant Establishment Period	Approved	2/26/2020	\$1,600,000.00
062	SB 1 (Chapter 5, Statutes of 2017): Diesel Fuel Sales Tax Rate Increase	Approved	3/9/2020	\$1,764,164.64
063	Bracing for Southern California Edison (SCE) Power Poles at Conflict Number 2012	Approved	3/5/2020	\$169,770.00
064	City Sales and Use Tax Increases (Unilateral)	Approved	4/22/2020	\$28,657.00
065	Traffic Studies to Analyze Schedule Mitigation	Approved	4/22/2020	\$70,854.00
066	Combined OCTA-Accepted Extra Work	Approved	5/14/2020	\$18,826.00
067	SCE Conduit at Heil Avenue	Approved	5/14/2020	\$109,219.00
068	Archaeological Monitoring for all Ground Disturbing Activities at Naval Weapons Station Seal Beach	Approved	8/27/2020	\$100,000.00
068.1	Archaeological and Native American Monitors at Naval Weapons Station Seal Beach	Approved	12/10/2021	\$100,000.00
068.2	Lighting Management System Specifications	Approved	5/26/2021	\$75,000.00
068.3	Supplemental Archaeological and Native American Monitors at Naval Weapons Station Seal Beach	Approved	11/18/2021	\$155,000.00
069	Drainage System 757 Access	Approved	5/14/2020	\$60,374.00
070	Amendments to Contract Sections 19.3.4 and 19.5.2 No Cost	Approved	5/19/2020	\$0.00
071	Union Pacific Railroad Flagging Costs	Approved	6/13/2020	\$200,000.00
072	SCE and Frontier Electrical Infrastructure Work at Almond Avenue	Approved	5/19/2020	\$1,843,329.00
072.1	Groundwater Removal/Permit Fees for SCE/Frontier Infrastructure Work at Almond Avenue	Approved	6/7/2021	\$124,878.24
073	Shadow Striping on Portland Cement Concrete Pavement	Approved	4/19/2021	\$200,000.00
074	Combined OCTA-Accepted Extra Work (Proposed Change Orders (PCO) 169 and 122G)	Approved	7/7/2020	\$6,965.39

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
075	Bushard Street Pile Conflict with Existing Piles	Approved	7/21/2020	\$28,867.00
076	Combined OCTA-Accepted Extra Work (PCOs 180 and 183)	Approved	9/16/2020	\$12,981.02
077	Toll Rate Changeable Message Sign CMS	Approved	9/8/2020	\$146,031.00
078	Parking Lot Improvements at United States Postal Service Property	Approved	10/27/2020	\$537,436.00
079	Extension of the Third Westbound Lane on Talbert Avenue to Cashew Street	Approved	12/2/2020	\$270,528.00
080	Temporary Bypass Waterline for the Goldenwest Street Bridge Phase 2	Approved	10/30/2020	\$579,604.00
081	Oceanview Channel Damaged Existing Reinforced Concrete Box	Approved	11/5/2020	\$59,806.16
082	Existing Buried Shoring Removal at Bella Terra Near Retaining Wall 895 (Unilateral)	Approved	11/10/2020	\$19,637.23
083	Combined OCTA-Accepted Extra Work No. 4 (PCOs 237 and 258)	Approved	12/23/2020	\$7,963.82
084	Revised K-Rail Placement at Bolsa Chica Boulevard	Approved	12/23/2020	\$74,185.84
085	Modified Pavement Overlay for the City of Fountain Valley	Approved	12/15/2021	\$107,180.00
086	Global Settlement	Approved	12/17/2021	\$157,000,000.00
087	ROW 906 SCE Pole at Sugar Drive	Approved	3/30/2021	\$133,159.89
088	Valves at Corta Bella Apartments	Approved	3/17/2021	\$18,310.07
089	Unavailable Electrical Specifications	Approved	5/12/2021	\$578,348.00
090	Bolsa Chica Boulevard Community Wall	Approved	5/12/2021	\$867,349.00
091	Traffic Signal Equipment at Multiple Intersections	Approved	5/12/2021	\$418,620.00
092	Protect Existing Facilities at Senior Center	Approved	5/12/2021	\$995,000.00
093	Shell Driveway at Brookhurst Street and Talbert Avenue	Approved	4/26/2021	\$4,489.12
094	Shiffer Park Fence Replacement	Approved	4/27/2021	\$54,818.00
094.1	Shiffer Park Tree Removal	Approved	6/16/2021	\$18,000.00
095	Archaeological and Native American Monitoring at Naval Weapons Station in the City of Seal Beach	Approved	6/23/2021	\$25,000.00
095.1	Archaeological and Native American Monitors Frontier Relocation (CN-6008 and CN-4080)	Approved	4/1/2022	\$25,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
095.2	Additional Archaeological and Native American Monitors for Frontier Relocation.	Approved	9/28/2022	\$25,000.00
095.3	Additional Archaeological and Native American Monitors for Frontier Relocation.	Approved	7/3/2023	\$25,000.00
96	Partial Soundwall Removal for SCE Relocation at Heil Avenue	Approved	6/7/2021	\$17,148.25
097	Combined OCTA-Accepted Extra Work (PCOs 263 and 274)	Approved	5/26/2021	\$43,898.43
098	Drainage System 387 and 356 Maintenance Access	Approved	5/26/2021	\$125,000.00
099	State Route 22 and Garden Grove Boulevard Intersection Improvements	Approved	7/12/2021	\$470,000.00
100	Cultural Discoveries at Bixby Channel	Approved	7/7/2021	\$200,000.00
100.1	Bixby Channel Monitoring Inefficiency and Cost Impacts (Supplemental)	Approved	9/14/2021	\$0.00
101	Sit 'n Sleep Overhang Removal	Approved	9/16/2021	\$230,838.00
102	City of Fountain Valley Additional Traffic Signal Cabinet and Controller	Approved	7/1/2021	\$52,252.00
103	Leaking Sewer Line at North Gate Road in the City of Seal Beach	Approved	8/17/2021	\$110,000.00
104	Additional Sidewalk at Bushard Street for City of Fountain Valley	Approved	8/16/2021	\$57,462.52
105	Combined OCTA-Accepted Extra Work (PCOs 246, 267, 273, 273B, 276, 276B, and 281-284)	Approved	8/9/2021	\$145,000.00
106	Bridge Lighting on Seven Overcrossing Bridges	Approved	9/29/2021	\$925,000.00
107	Conduit Extensions and Pull Boxes for Future Bridge Lighting on Nine Overcrossing Bridges	Approved	10/18/2021	\$420,000.00
108	Installation of Polymer Blocks at Brookhurst Street	Approved	9/9/2021	\$51,948.00
109	Harbor Northbound (NB) On-Ramp Pavement Limits	Approved	9/16/2021	\$410,000.00
110	Talbert Pavement Replacement	Approved	8/23/2021	\$21,000.00
111	99 Cents Only Store Parking Lot Repair	Approved	8/24/2021	\$23,000.00
112	Motel 6 and In-n-Out Driveway Improvements	Approved	9/14/2021	\$92,453.00
113	Corte Bella Apartment Parking Lot Improvements	Approved	9/27/2021	\$28,150.00
114	Ramp Meter Modifications for the Euclid Street SB Interstate 405 (I-405) On-ramp (Unilateral)	Approved	10/18/2021	\$187,910.00
115	Additional Fencing and Landscaping between I-405 and Lampson Avenue	Approved	12/6/2021	\$550,000.00

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
116	Electronic Toll and Traffic Management Generator Pad Revisions (Unilateral)	Approved	12/28/2021	\$10,437.00
117	Combined OCTA-Accepted Extra Work (PCOs 286, 292, 292B, 292C, 314, 315, 316)	Approved	12/15/2021	\$94,250.00
118	Combined OCTA-Accepted Extra Work (PCOs 307 and 331)	Approved	12/20/2021	\$16,500.18
119	Lighting for Service Road Undercrossing at the Santa Ana River Trail (Unilateral)	Approved	12/15/2021	\$39,672.00
120	Electrical Facility at Bolsa Avenue SB On-Ramp	Approved	12/15/2021	\$4,761.52
121	Soundwall Restoration at CPN 103264	Approved	1/25/2022	\$88,000.00
122	Buried Shoring at Retaining Wall 551	Approved	12/16/2021	\$5,045.92
123	Contaminated Utility Pipes at Goldenwest Street	Approved	5/2/2022	\$1,755,000.00
124	Additional Landscaping in the City of Fountain Valley	Approved	5/2/2022	\$1,009,585.00
125	Bridge Safety and Aesthetic Fencing Details	Approved	5/2/2022	\$540,767.00
126	Traffic Signal Elimination at Magnolia Street and Slater Avenue	Approved	1/26/2022	-\$357,768.00
127	City of Fountain Valley Waterline Leak at CN 1018 Ward Avenue	Approved	1/26/2022	\$23,825.69
128	Unknown Buried Shoring at East Garden Grove Channel	Approved	2/14/2022	\$15,177.23
129	Temporary Block-out Fence and Temporary Wall Demolition	Approved	6/10/2022	\$32,534.49
130	Thick Pavement at SB I-405 Euclid Street On-Ramp	Approved	9/28/2022	\$64,282.53
131	Buried Concrete in I-405 Median Between Harbor Boulevard and Ward Street	Approved	6/10/2022	\$8,450.16
132	Transite Pipes at NB Brookhurst Street	Approved	7/12/2022	\$19,787.66
133	Additional Landscaping at Various Bridges in the City of Westminster	Approved	8/15/2022	\$509,431.00
134	City of Fountain Valley Additional Pipe at Euclid Street and Ellis Avenue (Unilateral)	Approved	9/14/2022	\$23,073.32
135	Replace Vault with Double Check Detector at Magnolia Avenue Near Sit n' Sleep.	Approved	7/25/2022	\$31,631.00
136	Additional Two Valves for the City of Westminster	Approved	7/26/2022	\$53,375.60
137	Buried Concrete Block at Warner Avenue Abutment 1, in the City of Fountain Valley	Approved	9/28/2022	\$6,171.45
138	Combined OCTA-Accepted Extra Work	Approved	10/16/2022	\$12,246.29
139	Type 60c Barrier for Cabinet Relocation	Approved	10/16/2022	\$23,782.71

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
140	Talbert Detour Rehabilitation (Unilateral)	Approved	11/7/2022	\$209,998.00
141	Cleaning Illegal Encampment (PCOs 295N and 295Q)	Approved	4/12/2023	\$62,252.65
142	Safety Review Committee Enhancements	Approved	1/17/2023	\$200,000.00
143	Bolsa Avenue Resequencing and Restaging of Certain Pavement Activities (Bolsa Phase 2 Mitigation)	Approved	1/17/2023	\$5,100,000.00
144	Buried Man Made Object at Traffic Signal on Beach Boulevard and Edinger Avenue	Approved	1/20/2023	\$82,232.98
145	Soundwall Overlaps at Retaining Wall Soundwall 822 and Soundwall 1077 (Unilateral)	Approved	2/27/2023	\$278,249.00
147	Combined Authority Accepted Extra Work (PCOs 346, 391, 395, and 398) (Unilateral)	Approved	3/31/2023	\$74,673.32
148	Asbestos Removal Near I-405 and SR-73 Connector (Unilateral)	Approved	4/5/2023	\$15,147.09
149	Buried Concrete Block at Station 603.50 Near Wall 601 (Unilateral)	Approved	3/21/2023	\$5,010.05
150	Unavailable Right-of-Way at Goldenwest Street (Unilateral)	Approved	3/21/2023	\$25,475.00
151	Combined Authority Accepted Extra Work (PCOs 295D1, 295K, 295O, and 295P)	Approved	4/28/2023	\$20,002.37
152	Seal Beach Boulevard and Lampson Avenue Traffic Signal Cabinets (Unilateral)	Approved	3/27/2023	\$98,829.00
153	Global Settlement 2	Approved	5/4/2023	\$77,000,000.00
154	Unknown Obstruction at Newland Avenue	Approved	4/5/2023	\$2,625.52
155	Cleaning Illegal Encampment No. 2 (PCOs 295R and 295S)	Approved	8/4/2023	\$50,248.13
156	Chain Link Fence Removal and Metal Security Fencing at Cascade and RS 906	Approved	5/26/2023	\$151,458.00
157	Cleaning Illegal Encampment No. 3 (PCO 295T)	Approved	6/6/2023	\$6,178.28
158	Asbestos Abatement (Fairview Road, Spencer Avenue, and Westminster Channel)	Approved	6/14/2023	\$2,577.30
159	Cleaning Illegal Encampment No. 4 (PCO 295U)	Approved	7/24/2023	\$15,185.53
160	Asbestos Abatement No. 2 (Euclid Street, Brookhurst Street, Seal Beach Boulevard, and Westminster Avenue Abutment No. 1)	Approved	7/24/2023	\$18,004.21
161	Asbestos Abatement No. 3 (Goldenwest Street, Bolsa Avenue, and Fairview Street Abutment No. 1)	Approved	8/30/2023	\$14,053.95
162	Clearing Illegal Encampment No. 5 (PCO No. 295W)	Approved	8/28/2023	\$30,313.60
163	Asbestos Abatement No. 4 (Ward Street)	Approved	10/25/2023	\$1,044.45

Contract Change Order (CCO) No.	Title	Status	Date Executed	Cost
164	Clearing Illegal Encampment No. 6 (PCO 295Y)	Approved	8/29/2023	\$24,905.22
165	Substantial Completion Requirements Modifications	Approved	9/28/2023	\$0.00
166	Asbestos Abatement No. 5 (Bolsa Avenue)	Approved	12/11/2023	\$1,000.45
167	Fence Repairs at Illegal Encampments (PCO 295AA)	Approved	12/8/2023	\$1,151.56
168	Combined Authority Accepted Work (PCOs 433 and 435)	Approved	12/8/2023	\$145,061.75
169	Montecito Channel Waterline Repair – Utility Conflict Number 4291	Approved	3/1/2024	\$86,472.19
170	Project Completion and Final Acceptance Deadline Modifications	Approved	1/31/2024	\$0.00
171	Project Core Office Lease Extension	Approved	4/24/2024	\$83,901.12
172	Final Acceptance Deadline Modification	Approved	6/6/2024	\$0.00
173	Additional Directed Work	Pending		\$7,117,306.00

Original Contract Price	\$1,217,065,000.00
Contingency Fund	<u>\$321,725,101.00</u>
Total Contract Allotment	\$1,538,790,101.00
Subtotal Approved CCOs	\$292,393,523.87
Subtotal Pending CCOs	<u>\$7,117,306.00</u>
Total CCOs	\$299,510,829.87
Proposed Revised Contract Price	\$1,516,575,829.87
Remaining Contingency Fund	\$22,214,271.13



June 2, 2025

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Measure M2 Environmental Mitigation Program Update

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

Overview

Measure M2 includes a program to deliver comprehensive mitigation for biological impacts of 13 freeway projects in exchange for streamlined project approvals from state and federal resource agencies. The Environmental Mitigation Program has acquired conservation properties and provided funding for habitat restoration projects as part of the Natural Community Conservation Plan/Habitat Conservation Plan. A summary of recent Environmental Mitigation Program activities is provided for informational purposes.

Recommendation

Receive and file as an information item.

Background

Measure M2 (M2) includes the Environmental Mitigation Program (EMP), which is intended to mitigate the biological resource impacts of 13 M2 freeway projects and streamline approval processes with state and federal resource agencies. This was achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan), approved by the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (collectively referred to as the Wildlife Agencies). Consistent with the Conservation Plan, the Orange County Transportation Authority (OCTA) has acquired seven conservation properties (Preserves) and funded 13 habitat restoration projects, depicted in Attachment A. To date, eight of the restoration projects have been completed and met the requirements of the Wildlife Agencies. Four additional OCTA-funded restoration projects are being reviewed for completeness this year.

In addition, an endowment is being established to support the long-term management of the Preserves, as outlined in the Conservation Plan. Concurrently, the United States Army Corps of Engineers (USACE) and the State Water Resources Control Board have developed a framework to streamline the permitting process.

The accomplishments of the EMP have largely fulfilled the program's intended goals. These achievements reflect years of collaboration among OCTA, partner agencies, stakeholders, and the public. The program's success has been recognized at both regional and national levels. As a result of these efforts, pre-negotiated permit terms have facilitated more efficient project implementation and reduced the scope of required mitigation. Absent the EMP's structured approach, additional mitigation obligations could have been imposed, leading to higher project costs and increased project schedule risks.

Discussion

Aliso Creek Restoration Project

The Aliso Creek Restoration Project, led by the Laguna Canyon Foundation (LCF), was approved for funding under the M2 Freeway EMP in 2012. The project location is depicted on Attachment A and a general fact sheet is included as Attachment B. This project restored 55 acres of riparian habitat within the Aliso and Wood Canyons Wilderness Park, removing over 1,000 tons of invasive *Arundo* and enhancing critical habitat for threatened and endangered species. The project was a catalyst and helped leverage more than \$7.6 million in additional third-party funds, supporting OCTA's conservation goals and serving as mitigation for seven M2 freeway projects and 19 related permits.

In order to secure a USACE Section 404 permit to initiate construction for the Interstate 405 (I-405) Improvement Project, OCTA was required to provide financial commitments in 2017 for two restoration projects and one Preserve. This was critical in enabling the I-405 Improvement Project to begin construction on schedule. Since then, OCTA, USACE, the Wildlife Agencies, and the County have finalized the required documents, including a restoration plan, restricted covenant, and a long-term funding agreement. This coordination process spanned several years, as the completion of each document was contingent upon the finalization of the preceding one, with all documents required to maintain consistency throughout. Document approval and recording by the County of Orange will allow OCTA to make the one-time endowment deposit into a USACE-approved account, where the funds will not be used for a period of years, as required by the USACE.

The latest annual report confirms all success criteria have been met. OCTA is awaiting final concurrence from the USACE and Wildlife Agencies, with the LCF and OC Parks continuing interim management activities until the long-term management duties begin.

Fairview Park Restoration Project

In 2011, OCTA awarded the City of Costa Mesa (City) \$2 million for a 23-acre habitat restoration project within the City's Fairview Regional Park. Approximately 13 acres have been restored. Once the project receives final approval from the Wildlife Agencies and is permanently protected, OCTA will be able to use the restored habitat as mitigation under its M2 Conservation Plan. As noted in previous staff reports, the City, OCTA, and the Wildlife Agencies have worked to address various project-related issues. However, the project remains approximately ten acres short of the originally committed restoration and the required conservation easement for the project area has not yet been recorded. If these requirements are not fulfilled, OCTA would be in violation of the Conservation Plan and the City would be in breach of contract.

To address this, the City, in coordination with OCTA and the Wildlife Agencies, has identified a supplemental restoration area adjacent to the original site as shown in Attachment C. Funding has been secured through local and state sources, with restoration to continue through 2033.

The City will require assistance from a contractor to implement the restoration efforts. A procurement process to cover this work was initiated in late 2024, but CDFW recommended delaying the contract award and California Environmental Quality Act action until a CDFW Incidental Take Permit (ITP) is finalized. The ITP is needed before work can begin and will include specific measures to protect species including Crotch's bumblebee and the Western Burrowing Owl, both of which have been observed on the project site. The City is in final negotiations for the ITP and expects to award the contract by summer 2025, with work commencing in September following the avian nesting season. The delay is consistent with the scheduled pause in major site preparation activities during the avian nesting season, which generally extends from February through September. OCTA will continue working with the City and agencies to ensure all obligations are met.

EMP Endowment Fund Investment Report

The Conservation Plan requires the establishment of an endowment to fund the long-term management of the Preserves. A separate quarterly investment report summarizing the status of the endowment was provided to the Finance and Administration (F&A) Committee and OCTA Board of Directors (Board) in March 2025. As of December 31, 2024, the endowment balance was \$32,674,489, which is above the target of \$31,759,663 for the second quarter of

fiscal year (FY) 2024-25. Based on the performance to date, current projections indicate that OCTA remains on track to meet the endowment target of \$46.2 million (including interest earnings) in FY 2027-28; however, future performance of the endowment fund may affect the timeframe. Staff will continue to assess market conditions and provide regular endowment updates to the Board, the F&A Committee, and the Environmental Oversight Committee.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to offset certain impacts of the 13 M2 freeway projects. To expedite the delivery of the M2 freeway projects, this program was initiated to implement early project mitigation through preservation and habitat restoration. This program is administered through a Conservation Plan, which was approved by the Wildlife Agencies in mid-2017. To maximize the benefits of the investments, OCTA has utilized some of those same mitigation assets to obtain Clean Water Act permits.

Attachments

- A. OCTA Preserves and Funded Restoration Projects
- B. September 11, 2017 Measure M2 Environmental Mitigation Program Restoration Projects Additional Funding Request Staff Report
- C. OCTA Existing and Proposed Restoration Areas at Fairview Park

Prepared by:

Lesley Hill
Environmental Mitigation Program
Project Manager
(714) 560-5759

Approved by:

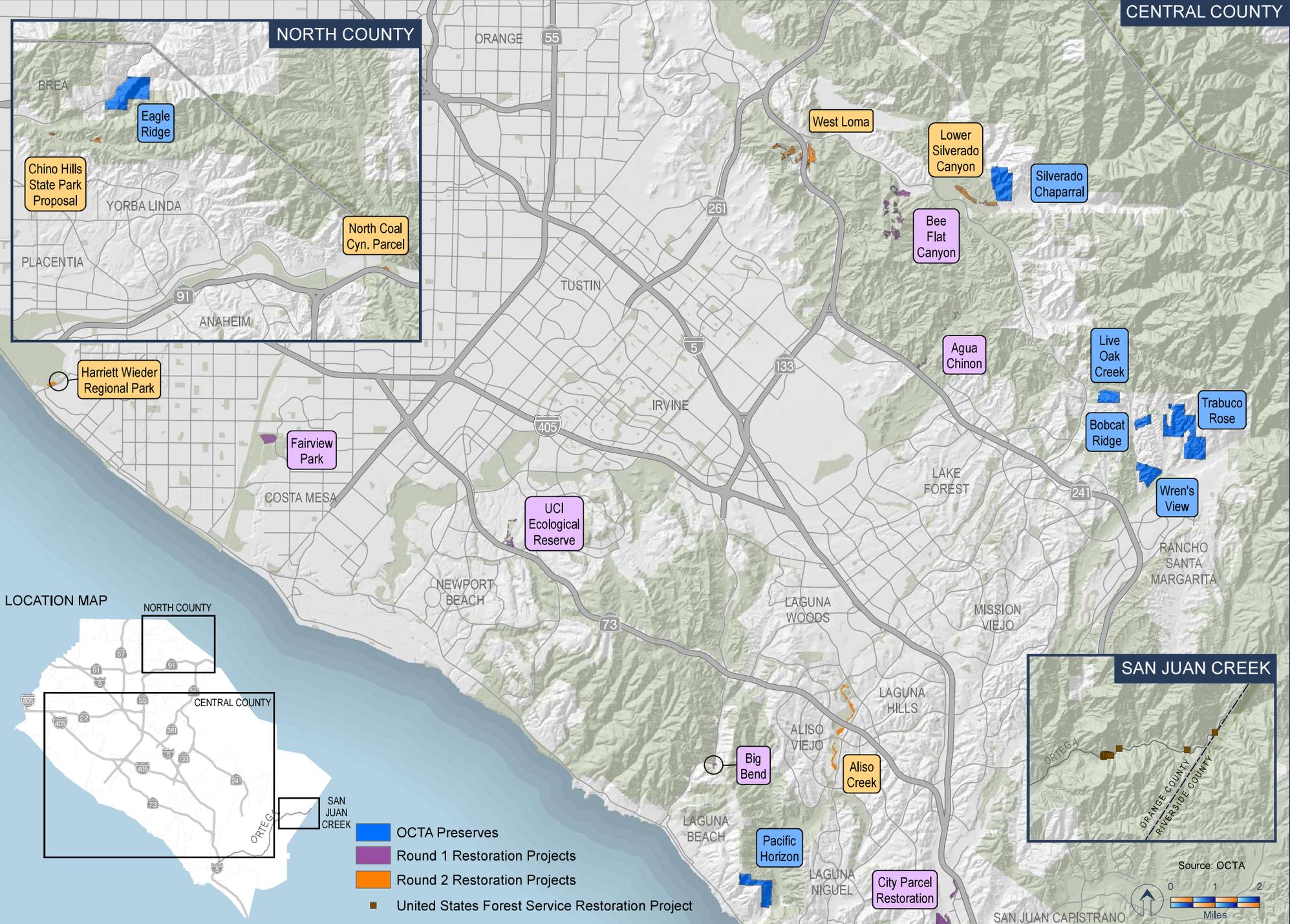
Rose Casey
Executive Director, Planning
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OCTA Preserves and Funded Restoration Projects



CENTRAL COUNTY

NORTH COUNTY



LOCATION MAP



- OCTA Preserves
- Round 1 Restoration Projects
- Round 2 Restoration Projects
- United States Forest Service Restoration Project

Source: OCTA





COMMITTEE TRANSMITTAL

September 11, 2017

To: Members of the Board of Directors

From:  Laurena Weinert, Clerk of the Board

Subject: Measure M2 Environmental Mitigation Program Restoration Projects Additional Funding Request

Regional Planning and Highways Committee Meeting of September 7, 2017

Present: Directors Delgleize, Do, Donchak, M. Murphy, Nelson, and Steel

Absent: Director Spitzer

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute an amount up to \$805,000 to fund the expedited clean water permitting requirements.
- B. Authorize staff to amend the fiscal year 2017-18 budget to include the recommended funding amount.



September 7, 2017

To: Regional Planning and Highways Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Measure M2 Environmental Mitigation Program Restoration Projects Additional Funding Request

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

Overview

Measure M2 includes a program to deliver comprehensive mitigation for the environmental impacts of freeway projects in exchange for streamlined project approvals from the state and federal wildlife agencies. On a parallel path, the Orange County Transportation Authority has developed a similar approach to work with the State Water Resources Control Board and the United States Army Corps of Engineers regarding state and federal clean water permitting requirements to facilitate expedited implementation of the Measure M2 freeway projects. A request for funding authorization to advance the streamlined permitting process is submitted for Board of Directors consideration and approval.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute an amount up to \$805,000 to fund the expedited clean water permitting requirements.
- B. Authorize staff to amend the fiscal year 2017-18 budget to include the recommended funding amount.

Background

Measure M2 (M2) includes an innovative comprehensive Environmental Mitigation Program (EMP) to address the biological impacts of M2 freeway projects. This is achieved through the development of a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), approved by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service (Wildlife Agencies). These documents were finalized and approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016. The final permits were issued to OCTA by the

Wildlife Agencies in June 2017. It should be noted that the Board previously approved \$34.5 million in funding for the maintenance and operation of the seven Preserves, as committed to in the NCCP/HCP. Payments began in March 2017 to establish an account over a ten to 12 year time period.

On a parallel path, OCTA and the California Department of Transportation staff have been coordinating with the State Water Resources Control Board (State Board) and the Army Corps of Engineers (Corps), collectively referred to as Regulatory Agencies. This coordination has resulted in defining a process that would utilize some of the same mitigation within the NCCP/HCP to also obtain state and federal clean water permits to further streamline the M2 freeway projects. Separate funding is needed to meet the Regulatory Agencies' requirements. This request was presented to and endorsed by the Environmental Oversight Committee (EOC) on August 17, 2017. A summary of the additional funding needs is presented.

Discussion

The construction of the M2 freeway projects is anticipated to result in impacts to jurisdictional waters of the state and United States. These impacts will require that OCTA obtain Section 401 and 404 clean water permits from the Regulatory Agencies, which will require mitigation. On a parallel process to the NCCP/HCP, staff is finalizing program-level authorizations with the Regulatory Agencies, which is further described in Attachment A. This permit will enable OCTA to utilize mitigation included in the NCCP/HCP, as well as lay out an abbreviated process for project level 401 and 404 permit issuance.

Agency coordination has resulted in the determination that the Agua Chinon and Aliso Creek restoration projects, as well as a small portion of the Ferber Ranch Preserve, should satisfy the Regulatory Agencies mitigation needs for the M2 freeway projects. These restoration projects and this Preserve are also included in the NCCP/HCP. Fact sheets for both of these restoration projects are included as Attachment B and Attachment C. As previously discussed, state and federal regulatory requirements include additional compliance that is above and beyond what is required within the NCCP/HCP. For example, these regulations require specific language within the long-term protection assurances, as well as funding to cover long-term management needs of the mitigation sites.

After collaboration with the Regulatory Agencies and the restoration project property owners (County of Orange and The Irvine Company), it has been determined that additional management tasks are necessary to satisfy compliance needs. Additional tasks include activities such as biological monitoring, weed removal, photo documentation, and annual reporting. The Corps requires that funding is provided to facilitate these tasks in perpetuity. This amount has been estimated at approximately \$805,000. On August 17, 2017, the EOC endorsed the course of action and funding amount.

It is important to note that these additional funding needs are separate from the NCCP/HCP endowment. It is anticipated that a one-time payment will be made to a Corps-approved entity that will manage and disperse these funds to the land owners. For example, the National Fish and Wildlife Foundation has been approved to handle these types of services by the Corps.

The additional funding needs for Corps compliance was anticipated and included in the May 2015 Board-approved EMP Long-Term Funding Strategy and Guiding Principles. The EMP Guiding Principles contained the commitment to responsibly meet the M2 obligations, which include complying with regulatory requirements to ensure that freeway project mitigation obligations are met. In addition, the Long-Term Funding Strategy includes the commitment to complete the negotiations with the Corps and State Board, and allocate funding to meet regulatory permit requirements.

If OCTA does not provide this funding, additional mitigation opportunities would need to be explored. Specifically, mitigation would need to be identified within both the San Juan Creek and the San Diego Creek Special Area Management Plan areas to obtain clean water permits for the construction of the freeway projects. These watersheds are known to be challenging to locate mitigation opportunities and the same long term funding requirements would apply. This would take additional time and funding that is expected to exceed the amount presented herein.

Next Steps

Additional funding for the mitigation projects is required as a part of the regulatory permitting process related to clean water requirements. Upon Board approval, OCTA will issue a letter of commitment to the Corps for the restoration projects financial needs. In turn, the Corps and the State Board are anticipated to issue their programmatic authorizations which will help streamline the implementation of the M2 freeway projects. Additional steps are required, and OCTA will continue to work with the Corps and the State Board to complete the regulatory permitting process in order to obtain the applicable clean water authorizations, and are further described in Attachment A.

Summary

M2 includes an EMP that provides funding for programmatic mitigation to off-set impacts of the 13 freeway projects. To expedite the delivery of the freeway projects, this program was initiated in 2007 to implement early project mitigation through property acquisition and habitat restoration. This program is administered through a NCCP/HCCP, which was completed and approved by the Board in November 2016, and permits received in June 2017. State and federal programmatic clean water permits have also been developed and additional mitigation funding needs have been identified and presented for approval.

Attachments

- A. Draft United States Army Corps of Engineers and State Water Resources Control Board Mitigation Funding Needs Summary
- B. Aliso Creek Restoration Project
- C. Agua Chinon and Bee Flat Canyons Restoration Project

Prepared by:



Lesley Hill
Project Manager, Environmental
Mitigation Program
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Approved by:



Kia Mortazavi
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United States Army Corps of Engineers and
State Water Resources Control Board
Mitigation Funding Needs Summary

Overview: The Orange County Transportation Authority (OCTA) is coordinating with the United States Army Corps of Engineers (Corps) and the State Water Resources Control Board (State Board) to obtain programmatic Clean Water Act (CWA) Section 401 and 404 permits for the Measure M2 (M2) Environmental Mitigation Program (EMP). These permits will provide OCTA with assurances that the mitigation provided to date is acceptable to offset potential M2 freeway project impacts to state and federal jurisdictional waters. OCTA will utilize a subset of the conservation efforts (i.e. mitigation) included in the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). These mitigation sites are illustrated in Figure 1. Separate funding is required by the State Board and the Corps to comply with this process.

Background: On April 6, 2015, the Corps released a Special Public Notice regarding the proposed Section 404 Letter of Permission (LOP) procedures (i.e. program level permit) for the OCTA M2 EMP. These LOPs will establish alternative permitting procedures to address anticipated discharges into Waters of the United States (WOTUS) associated with constructing the freeway projects over the next 15-20 years. LOP procedures are expected to be established via issuance of a CWA Section 404 Individual Permit. The State Board has also committed to issuing an authorization to approve the use of M2 mitigation once the Corps issues the 404 permit. This State Board authorization will provide the needed mitigation assurances and will further streamline the implementation of the M2 freeway projects.

Discussion: The Corps regulations require compliance with the April 10, 2008 mitigation rule. In addition, some M2 freeway projects may impact the San Diego and the San Juan Creek watersheds. These watersheds are subject to federal regulations that include specific Special Area Management Plan requirements. These mitigation requirements are in addition to what the Wildlife Agencies (United States Fish and Wildlife Service and California Department of Fish and Wildlife) require, and what OCTA has committed to in the NCCP/HCP. These regulations also require the development and funding of a long-term management plan for all mitigation sites before the Corps or State Board can issue their permits.

In order to satisfy the applicable CWA compensatory mitigation requirements, OCTA is proposing the following:

1. Freeway project avoidance and minimization measures: Avoidance and minimization measures are a required component of the freeway projects design and construction processes.
2. Two mitigation sites that provide enhancement and rehabilitation of the Waters of the United States: The two sites that provide the most appropriate enhancement and rehabilitation of WOTUS are the Aliso Creek and Agua Chinon restoration projects (also included in the M2 NCCP/HCP). Both restoration projects are within already managed lands. OCTA has been coordinating with the Corps and the property owners

United States Army Corps of Engineers and
State Water Resources Control Board
Mitigation Funding Needs Summary

of the Agua Chinon (The Irvine Company and the County of Orange) and Aliso Creek (the County of Orange) projects. Coordination included the review of the existing management plans and land protection documents (i.e. irrevocable offers of dedication). The Corps has determined that additional management tasks and long-term protection assurances are required. The additional management tasks require OCTA to provide a one-time payment to a Corps-approved finance manager to fund long-term maintenance costs.

3. One mitigation site that provides preservation of important physical, chemical, and biological aquatic functions: Ferber Ranch provides preservation of important physical, chemical, and biological aquatic functions. OCTA will record a conservation easement to assure that the Ferber Ranch Preserve is protected. This is also a commitment within the NCCP/HCP. The clean water requirements can be addressed through the management actions being performed as part of the existing NCCP/HCP commitments. However, the Corps has requested that supplemental funds be set aside in case future conservation easement violations occur at Ferber Ranch.

Overview of Additional Mitigation Requirements:

Mitigation Project Name	Property Owner	Location	Summary of Management Tasks	Estimated Amount Needed*
Ferber Ranch Preserve	OCTA	Trabuco Canyon	None	\$10,000
Aliso Creek Restoration Project	County of Orange (OC Parks)	Aliso and Wood Canyons Wilderness Park	Biological surveys, spot treat weeds, photo documentation and reporting	\$718,500
Agua Chinon Restoration Project	County of Orange (OC Parks) and the Irvine Company	Unincorporated Orange County	Same as above	\$76,000

*Amount based on ~2.5% real interest earnings

Total: \$804,500

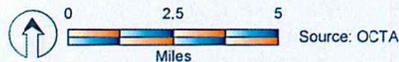
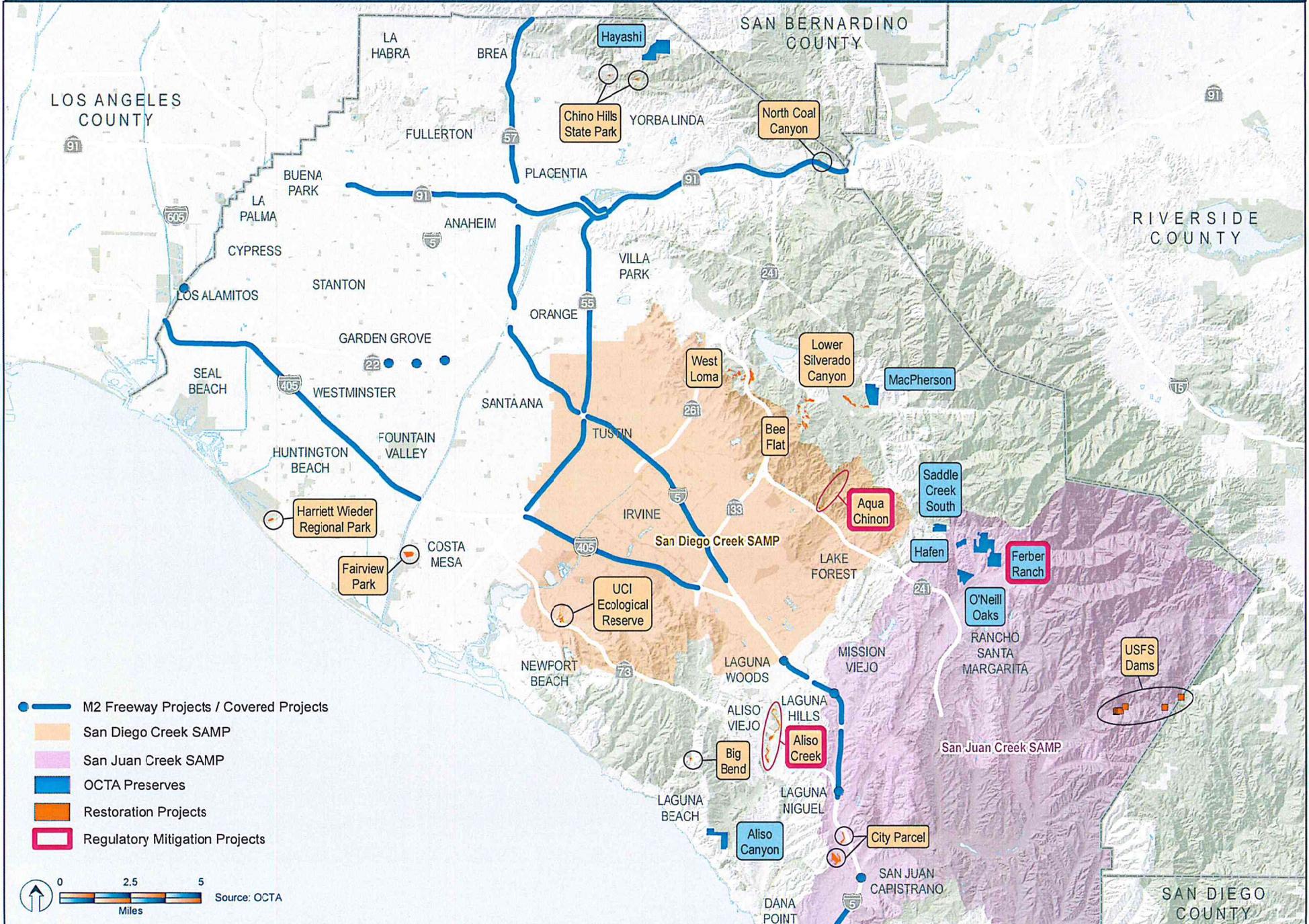
United States Army Corps of Engineers and
State Water Resources Control Board
Mitigation Funding Needs Summary

If the funding amounts are approved, OCTA must complete the following steps to meet the CWA permit requirements:

1. Issue a letter of commitment to the Corps for the restoration projects.
2. Continue coordination with the Corps and State Board to finalize the habitat and mitigation monitoring plans (i.e. restoration plans).
3. Obtain Section 401 and 404 authorizations from the State Board (general order/letter of authorization) and the Corps (LOP procedures).
4. Obtain an agreement between the Corps and a fund manager (i.e. San Diego Community Foundation, California Community Foundation, etc.) and make a one-time payment to the mutually-agreed upon fund manager.
5. Execute an agreement between OCTA and a fund manager to manage and disperse funds on behalf of OCTA to the restoration site land managers.
6. Continue to coordinate with the land owners, Corps, State Board, and the Wildlife Agencies to finalize or amend the land protection documents for the restoration sites.
7. Record a conservation easement over the Ferber Ranch Preserve.
8. Ensure the restoration projects meet their NCCP/HCP set success criteria and performance standards.
9. Record the assignment of assumption document with the land manager of the mitigation sites. This will transfer mitigation responsibilities to the land manager.
10. Request a letter from the Corps documenting mitigation release once the land protection documents have been recorded and funding for the long-term management has been obtained.

OCTA NCCP/HCP Preserves and Funded Restoration Projects

FIGURE 1





ALISO CREEK RESTORATION PROJECT

M2: ENVIRONMENTAL MITIGATION PROGRAM

OCTA's M2 Freeway Environmental Mitigation Program (EMP) provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2-funded freeway projects.

The EMP presents a comprehensive mitigation approach that provides not only replacement habitat, but also the opportunity to improve the overall functions and value of sensitive biological resources throughout Orange County.

Based on the evaluation of mitigation opportunities in the County, priority conservation areas were identified, including candidate parcels and properties that could be considered for wilderness preservation purposes. Properties were then selected for acquisition and restoration. These properties are protected to enhance wildlife connectivity, safeguard sensitive species and preserve substantial parcels of valuable habitat.



Western pond turtle

ABOUT ALISO CREEK

The Aliso Creek restoration project is located in the City of Aliso Viejo within the 4,000-acre Aliso and Wood Canyons Wilderness Park, owned and operated by the County of Orange. The project, managed by the Laguna Canyon Foundation, takes place within and around Aliso Creek. The northernmost boundary of the project is Moulton Parkway and the project boundaries extend southward to approximately 500 feet south of the junction of Alicia Parkway and Avila Road.

The wilderness park is located near the Trabuco Creek Wildlife Linkage and is a part of the 19,000-acre Laguna Coast Greenbelt and the 38,000-acre Nature Preserve of Orange County. The restoration site contains the following general vegetation types:

- Willow scrub
- Riparian woodland
- Coastal sage scrub

The following listed and non-listed special status species have been reported from the wilderness park:

- Least Bell's vireo
- Coastal California gnatcatcher
- Orange-throated whiptail
- Thread-leaved brodiaea
- Big-leaved crownbeard
- Catalina mariposa lily
- Western pond turtle

The restoration goal is to improve habitat quality for riparian plants and wildlife species by increasing native habitat diversity, density, and structure within 55 acres of Aliso Creek and associated regions.



AGUA CHINON AND BEE FLAT CANYONS RESTORATION PROJECT

M2: ENVIRONMENTAL MITIGATION PROGRAM

OCTA's M2 Freeway Environmental Mitigation Program (EMP) provides comprehensive mitigation to offset the environmental impacts of the 13 Measure M2-funded freeway projects.

The EMP presents a comprehensive mitigation approach that provides not only replacement habitat, but also the opportunity to improve the overall functions and value of sensitive biological resources throughout Orange County.

Based on the evaluation of mitigation opportunities in the County, priority conservation areas were identified, including candidate parcels and properties that could be considered for wilderness preservation purposes. Properties were then selected for acquisition and restoration. These properties are protected to enhance wildlife connectivity, safeguard sensitive species and preserve substantial parcels of valuable habitat.



ABOUT AGUA CHINON AND BEE FLAT CANYONS

The Agua Chinon and Bee Flat Canyons restoration project is located east of the city of Irvine in unincorporated Orange County. Although this was funded as one project, it involves restoring lands within two distinct geographical areas, Agua Chinon and Bee Flat Canyons.

The Agua Chinon mitigation site includes acreage owned by the OC Parks and The Irvine Company. The Bee Flat canyon site is owned by the OC Parks. Both sites are being managed by the Irvine Ranch Conservancy.

These restoration sites are within the Central and Coastal Subregion Habitat Reserve System created under the Orange County Natural Communities Conservation Plan/Habitat Conservation Plan.

The restoration sites are located within large areas of open space. The Cleveland National Forest is located east of the area, while there is commercial and residential development across State Route 241 to the west of the site. The restoration site contains the following general vegetation types:

- Grassland
- Coastal sage scrub
- Riparian

The following listed and non-listed special status species have been reported from the sites:

- Least Bell's vireo
- Coastal California gnatcatcher
- Orange-throated whiptail
- Coastal cactus wren
- Many-stemmed dudleya
- Intermediate mariposa lily

The restoration goal is to enhance degraded biological habitat areas in order to help protect these lands from invasive plant species and fire within 90 acres of Agua Chinon and Bee Flat Canyons.



SANTA ANA RIVER

EXISTING FAIRVIEW PARK RESTORATION AREA

Existing Restoration Area approx. 13 acres

EXISTING FAIRVIEW PARK RESTORATION AREA

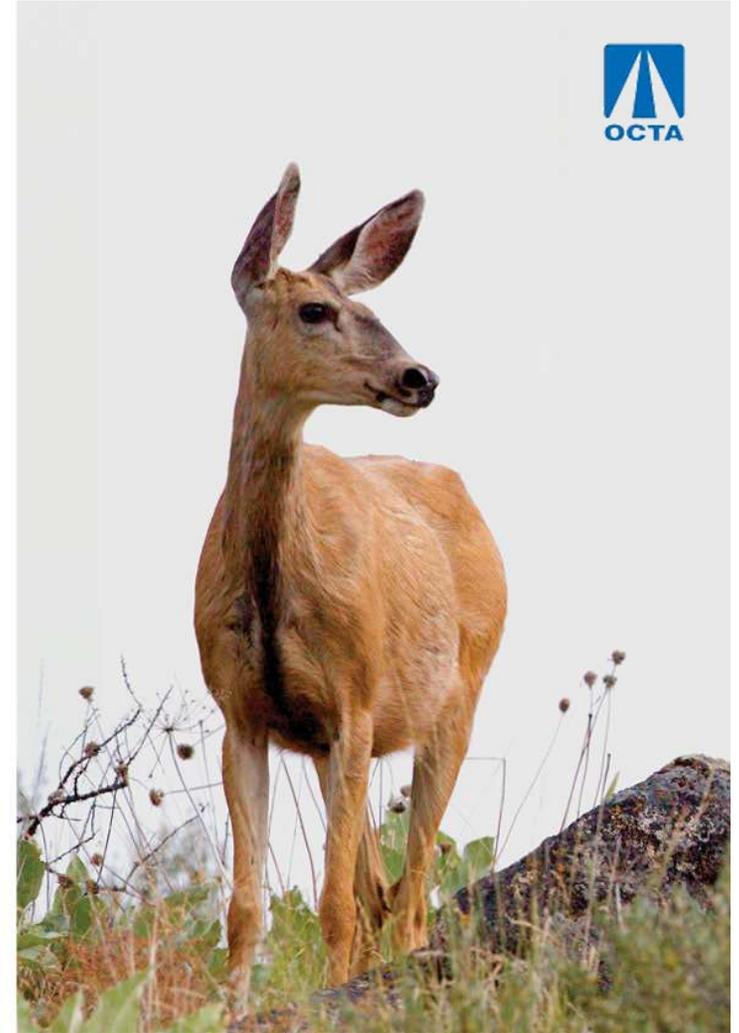
EXISTING FAIRVIEW PARK RESTORATION AREA

PROPOSED FAIRVIEW PARK RESTORATION AREA APPROX. TEN ACRES

PLACENTIA

Source: OCTA

0 250 500
Feet



Measure M2 Environmental Mitigation Program Update



Background



- 2006 Measure M2 (M2) approved
- Innovative Freeway Environmental Mitigation Program (EMP)
 - Offsets biological impacts of 13 M2 freeway projects
 - Acquisition of conservation lands (Preserves)
 - Provide funding for habitat restoration
- Approximately five percent of the M2 freeway program revenue dedicated to the EMP



Environmental Mitigation Program Components



- Conservation plan
- Environmental documents
- Clean Water Act permits
- Streamlined permitting through partnerships with:
 - California Department of Transportation
 - State and federal wildlife agencies
 - State and federal regulatory agencies



OCTA Preserves and Restoration Projects



- Seven Preserves acquired and permanently protected
 - 1,300 acres
- 12 restoration projects
 - 350 acres
 - Native habitat
- One dam removal project

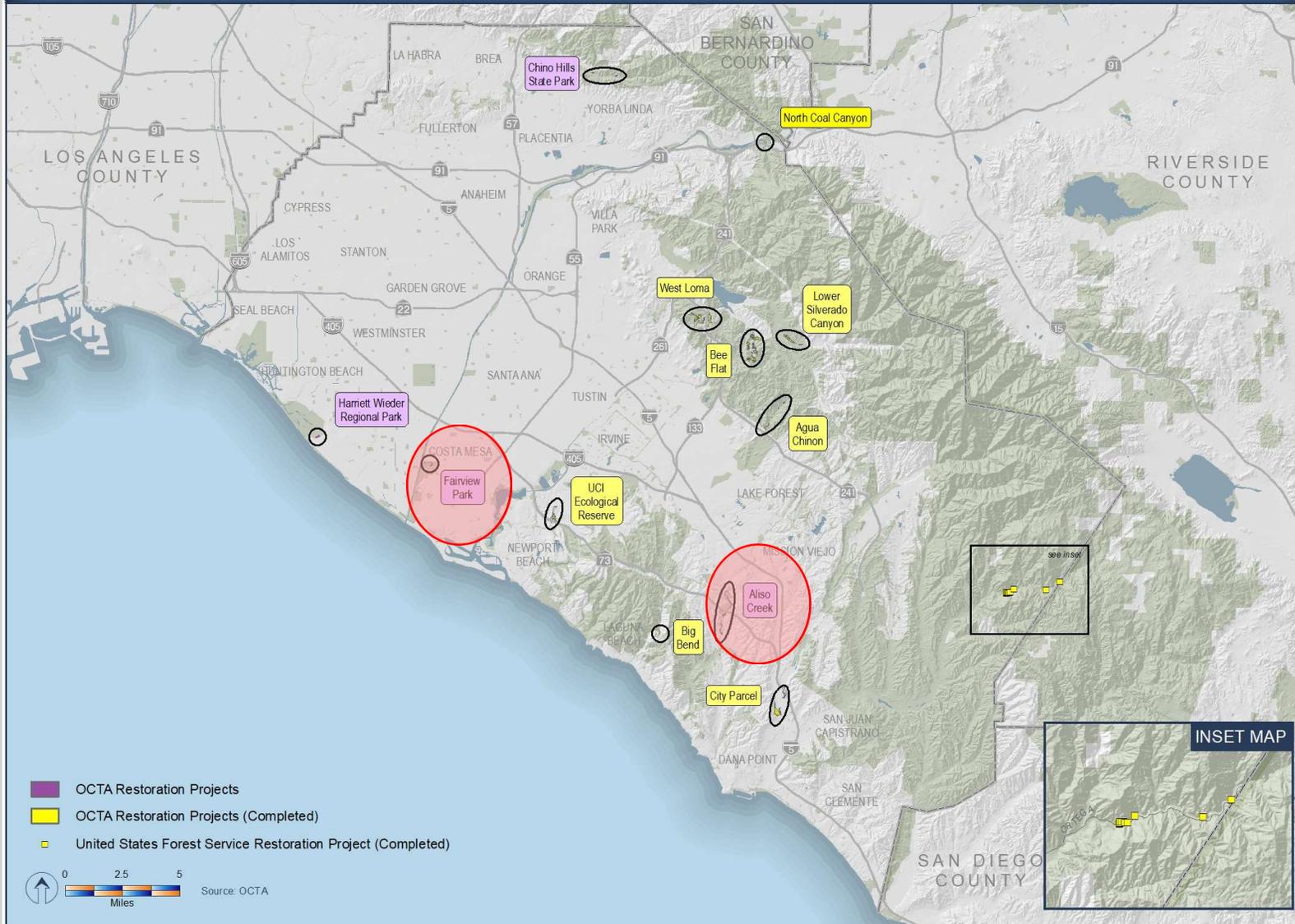




OCTA Restoration Projects



Funded Restoration Projects Map



OCTA Restoration Projects
 OCTA Restoration Projects (Completed)
 United States Forest Service Restoration Project (Completed)

0 2.5 5 Miles Source: OCTA





- 1. Question: Are there staffing level changes being proposed in the proposed fiscal year (FY) 2025-26 budget for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN)?**

Answer: The proposed budget does not include any increases or reductions to LOSSAN-funded Orange County Transportation Authority (OCTA) budgeted positions. The 18 full-time equivalent (FTE) positions included in the FY 2024-25 budget are also included in the proposed FY 2025-26 budget.

- 2. Question: Can you please provide additional context regarding the proposed addition of three FTE positions for Bus Operations Supervisors and the corresponding reduction in administrative overtime?**

Answer: In recent years, the Bus Operations Supervisors assigned to Bus Operations Central Communications have regularly worked one to two overtime shifts per pay period to maintain adequate coverage. This continued reliance on overtime has led to concerns about staff fatigue and operational sustainability, particularly as workload demands remain high and consistent coverage is required.

To address these challenges, staff is proposing the addition of three budgeted Bus Operations Supervisor FTEs. The intent is to enhance operational efficiency, reduce dependence on overtime, and support workforce well-being by ensuring more balanced scheduling. The cost associated with these new positions would be offset by a reduction in budgeted overtime, resulting in a more sustainable staffing model while maintaining the necessary level of service coverage.

- 3. Question: What steps could OCTA take to further strengthen its reserves for self-insured liability?**

Answer: OCTA currently maintains reserves in excess of the Board-approved reserve policy to cover potential liability claims. The current Board-approved reserve policy requires the minimum reserve level to be based on an annual actuarial review of OCTA's liability self-insurance program. For the FY ending June 30, 2024, the requirement based on the actuarial review (at the highest confidence level of 90 percent) was \$7.1 million. Staff has taken a conservative approach and maintained a reserve balance in excess of that amount with a current reserve balance of \$20.8 million.

OCTA could consider strengthening its position related to liability claims by formally updating OCTA's reserve policy to maintain a balance that is much greater than the current policy would dictate. At the current level, OCTA is funded at approximately three times the required amount and could make that part of an updated reserve policy. OCTA also could make substantial additional deposits to the liability fund today without impacting any existing services or programs.