Orange County Transportation Authority

Regional Transportation Planning Committee Agenda
Monday, November 2, 2026 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

To participate via Zoom: https://us02web.zoom.us/j/83074408202

Committee Members

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

Accessibility

Any person with a disability requiring modification or accommodation to participate in this meeting should contact the Clerk of the Board's office at (714) 560-5676, no less than two business days prior to the meeting.

Agenda Descriptions and Public Availability of Agenda Materials

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

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or at OCTA Headquarters, 600 S. Main Street, Orange, CA.

Meeting Access and Public Comments on Agenda Items

Members of the public can access live streaming of Board and Committee meetings at https://octa.legistar.com/Calendar.aspx.

Public comments will be limited to three minutes (unless otherwise determined by the Chair) and can be provided throughout the meeting, as follows: one comment at the beginning of the Consent Calendar addressing any matters appearing on the Consent Calendar; on each Special Calendar, Regular Calendar, and Discussion item, as applicable; and under Public Comments for items not listed on the agenda but within the subject matter jurisdiction of OCTA. Requests to speak must be received by the Clerk prior to the item being called by the Chair. Comments can be provided the following ways:

In-Person Comment
Members of the public may attend in person and address the Board regarding any item. Complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board of the item number on which you wish to speak. The Clerk will recognize speakers during appropriate comment periods. Language translation can be provided upon request, if available.

Live Virtual Comment
Members of the public may provide live comments during the meeting by Zoom or conference call.

To join via Zoom:
https://us02web.zoom.us/j/83074408202

When the Chair reads the item/s in which you'd like to speak, virtually "raise" your hand on Zoom. After the Clerk confirms the commenter's Zoom ID and unmutes them, you will be prompted to unmute yourself and may begin speaking.

To join via Conference call:
669-444-9171
Webinar ID: 830 7440 8202
Press # to continue without Participant ID

When the Chair reads the item/s in which you'd like to speak, dial *9 to "raise" your hand. After the Clerk confirms the commenter's last four digits of the phone number, and unmutes them, press *6 to speak.

Written Comment
Written public comments may be emailed to ClerkOffice@octa.net, and must be received by 5:00 p.m. the day prior to the meeting - noting the agenda item they are intended for. Timely public comments will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance
Director Harper

Closed Session
There are no Closed Session items scheduled.

Special Calendar
There are no Special Calendar matters.

Consent Calendar (Items 1 through 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 October 5, 2026 Regional Transportation Planning Committee Meeting.

Attachments:

Minutes

2. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605
Jeff Mills/James G. Beil

Overview
On April 27, 2015, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation to provide reimbursed construction inspection services and enhanced oversight for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. Board of Directors' approval is requested to amend the cooperative agreement for additional right-of-way support services for the project closeout phase.

Recommendation
Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-1847 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of $2,213,300, for additional right-of-way support services for the project closeout phase of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of $60,319,800.

Attachments:

Staff Report
Attachment A

3. 2027 Technical Steering Committee Membership
Charvalen Alacar/Rose Casey

Overview
The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads-related items. The Technical Advisory Committee relies on a Technical Steering Committee to conduct in-depth reviews and provide guidance on major technical items before consideration by the full Technical Advisory Committee. The proposed 2027 Technical Steering Committee membership recommendations are presented for the Board of Directors' review and approval.

Recommendation(s)

Approve the proposed 2027 Technical Steering Committee membership recommendations.

Attachments:

Staff Report
Attachment A
Attachment B

4. Federal Fiscal Years 2028-2029 and 2029-2030 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Prioritization Guidance

Ben Ku/Rose Casey

Overview

The Orange County Transportation Authority is responsible for prioritizing Orange County projects submitted for Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funding through the Southern California Association of Governments for federal fiscal years 2028-2029 and 2029-2030. Staff is requesting Board of Directors' approval of the prioritization guidance.

Recommendation(s)

A. Approve the prioritization guidance for the federal fiscal years 2028-2029 and 2029 -2030 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program, including prioritizing arterial road rehabilitation projects to achieve a funding target of $50 million.

B. Direct staff to return to the Board of Directors with a recommended priority for each project submitted through the federal fiscal years 2028-2029 and 2029-2030 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program.

Attachments:

Staff Report
Attachment A
Attachment B
Attachment C

5. 2027 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County
Vic Mireles/Rose Casey

Overview
On March 19, 2026, the California Transportation Commission adopted the 2027 Active Transportation Program guidelines and issued a two-tiered call for projects. The Orange County Transportation Authority can assign additional points to Orange County project applications considered during the regional program review. The assignment of points for Orange County applications is presented for the Board of Directors' approval.

Recommendation(s)
A. Approve the Orange County 2027 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.

B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2027 Active Transportation Program projects.

C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Attachments:

Staff Report
Attachment A
Attachment B
Attachment C

Regular Calendar

6. Agreement for Public Outreach Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91
Angela Hui/Maggie McJilton

Overview
On July 27, 2026, the Orange County Transportation Authority released a request for proposals for a firm to provide public outreach services during the pre-construction and construction phases of the State Route 55 Improvement Project between Interstate 5 and State Route 91. Board of Directors' approval is requested to execute an agreement for these services.

Recommendation(s)
A. Approve the selection of Costin Public Outreach Group, Inc. as the firm to provide public outreach services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250435 between the Orange County Transportation Authority and Costin Public Outreach Group, Inc., in the amount of $2,200,086, for a five-year initial term with one, three-year option term to provide public outreach services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Attachments:

Staff Report
Attachment A
Attachment B
Attachment C

Discussion Items

7. Public Comments

8. Chief Executive Officer's Report

9. Committee Members' Reports

10. Adjournment

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

10:30 a.m. on Monday, December 7, 2026

OCTA Headquarters
550 South Main Street
Orange, California

Committee Members Present
Stephanie Klopfenstein, Chair
Katrina Foley
William Go
Patrick Harper
Kathy Tavoularis

Committee Members Absent
Mark Tettemer, Vice Chair
Lauren Kleiman

Staff Present
Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Sahara Meisenheimer, Clerk of the Board Specialist Senior
Gina Ramirez, Assistant Clerk of the Board
Allison Cheshire, Clerk of the Board Specialist, Senior
James Donich, General Counsel
OCTA Staff

Call to Order

The October 5, 2026, Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:32 a.m.

Consent Calendar (Items 1 through 5)

A motion was made by Director Tavoularis, seconded by Director Harper, and declared passed by those present to approve the Consent Calendar (Items 1 through 5).

1. Approval of Minutes

Approve the minutes of the September 8, 2026, Regional Transportation Planning Committee meeting.

2. Amendment to Cooperative Agreement with the California Department of Transportation for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2726 between Orange County Transportation Authority and the California Department of Transportation, in the amount of $1,670,000, for additional construction support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

3. Contract Change Order Related to the Design and Construction of Area 3 for the Coastal Rail Stabilization Priority Project

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 13 to Agreement No. C-5-4033 with Condon-Johnson & Associates, Inc., in the amount of $321,437, for the redesign and construction of the pedestrian trail fence.

4. Comprehensive Transportation Funding Programs - Project X Tier 1 2026 Call for Projects Programming Recommendations

A. Approve the award of $3,870,044 in Tier 1 Environmental Cleanup Program funding for eight projects.

B. Approve an exception to the Comprehensive Transportation Funding Programs guidelines to allow the City of Huntington Beach to (1) be recommended for a Measure M2 funding allocation while the City of Huntington Beach is temporarily ineligible to receive Measure M2 funds, and (2) proceed with the project, at its own risk, prior to the issuance of a letter agreement. If the City of Huntington Beach regains Measure M2 eligibility and all applicable requirements are satisfied, the Orange County Transportation Authority shall enter into a letter agreement and provide the awarded Measure M2 funds for the project.

5. Approval of Cooperative Agreement No. C260556 for Plans, Specifications, and Estimates for the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project from Calle Entradero to Reata Road, Funding Actions and Project Update

A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C260556 between the Orange County Transportation Authority and the California Department of Transportation in the amount of $1.5 million for the plans, specifications, and estimates phase of the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project.

B. Authorize the use of an additional $3.581 million in State Transportation Improvement Program funds for the right-of-way capital phase for the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project.

C. Authorize the use of an additional $1.1 million in State Transportation Improvement Program funds for the construction support phase for the State Route 74 Ortega Highway Gap Closure and Multimodal Improvement Project.

D. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program and authorize the Chief Executive Officer to negotiate and execute or amend any necessary agreements to facilitate the recommendations above.

Regular Calendar

6. South Orange County Transportation Projects Update

Carolyn Mamaradlo, Project Manager of Planning, and Greg Nord, Department Manager of Planning, provided a PowerPoint presentation.

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

Discussion Items

7. Public Comments

There were no public comments received.

8. Chief Executive Officer's Report

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

- Thanks to the Board Members who attended the Mobility 21 Summit.
- Reopening of the Coastal Rail pedestrian trail in San Clemente on October 9, 2026.

9. Committee Members' Reports

There were no Committee Members' reports.

10. Adjournment

The meeting adjourned at 10:53 a.m.

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

10:30 a.m. on Monday, November 2, 2026
OCTA Headquarters
550 South Main Street
Orange, California

ATTEST

Sahara Meisenheimer
Clerk of the Board Specialist, Senior

OCTA

November 2, 2026

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 405 Improvement Project Between State Route 73 and Interstate 605

Overview

On April 27, 2015, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the California Department of Transportation to provide reimbursed construction inspection services and enhanced oversight for the Interstate 405 Improvement Project between State Route 73 and Interstate 605. Board of Directors' approval is requested to amend the cooperative agreement for additional right-of-way support services for the project closeout phase.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-1847 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of $2,213,300, for additional right-of-way support services for the project closeout phase of the Interstate 405 Improvement Project between State Route 73 and Interstate 605. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of $60,319,800.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the California Department of Transportation (Caltrans), implemented the Interstate 405 (I-405) Improvement Project between State Route 73 (SR-73) and Interstate 605 (I-605) (Project). The Project included one general purpose lane from Euclid Street to I-605, consistent with Measure M2 Project K, and an additional lane in each direction that combined with the existing high-occupancy vehicle lane to provide dual express lanes in each direction on I-405 from SR-73 to I-605, otherwise known as the 405 Express Lanes.

On April 27, 2015, the Board authorized Cooperative Agreement No. C-4-1847 with Caltrans to provide reimbursed construction inspection services and enhanced oversight required during the design-build implementation of the Project.

With construction of the Project complete, OCTA continues to advance routine project closeout activities in coordination with Caltrans, including completion of the remaining right-of-way (ROW) activities. ROW closeout is a standard component of the Caltrans project delivery process and continues in earnest following completion of construction. The remaining activities are administrative in nature; however, the level of effort for these activities is significant due to the magnitude of the Project.

As the Project progressed through final design and construction, the extent of the ROW closeout requirements was further defined based on the final constructed improvements. As a result, additional funds are required to complete ROW closeout activities beyond the level of effort originally anticipated. The additional effort includes:

- Closing out the ROW elements of the Project in accordance with applicable Caltrans' processes and procedures;
- Processing property transfers for ROW acquired for the Project, including finalizing property rights and jurisdictional encroachment permits;
- Coordinating with Caltrans to identify and process the disposition and sale of excess land associated with the Project in accordance with Caltrans requirements; and
- Completing the relinquishment of excess state property to the appropriate city or County jurisdictions resulting from improvements related to the Project.

These activities are necessary to complete the Project's remaining ROW obligations and support final administrative closeout of the Project.

Fiscal Impact

Funding for this amendment is included in OCTA's Fiscal Year 2026-27 Budget, Capital Programs Division, account nos. 0017-9085-FK101-0KM and 0037-9018-A9510-0KM, with a combination of federal, state, and local funds. The costs of this Amendment No. 3 to Cooperative Agreement No. C-4-1847 are funded from the project contingency and are not anticipated to increase the total project estimate of $2.16 billion.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-1847 with Caltrans, in the amount of $2,213,300, for additional ROW support services for the project closeout phase of the Project. This will increase the maximum obligation to a total contract value of $60,319,800.

Attachment

A. California Department of Transportation, Cooperative Agreement No. C-4-1847 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

ATTACHMENT A

California Department of Transportation
Cooperative Agreement No. C-4-1847 Fact Sheet

1. April 27, 2015, Cooperative Agreement No. C-4-1847, $55,400,000, approved by the Board of Directors (Board).

   - To reimburse the California Department of Transportation (Caltrans) for construction inspection services and enhanced oversight work for the Interstate 405 Improvement Project between State Route 73 to Interstate 605 (Project).

2. April 3, 2018, Amendment No. 1 to Cooperative Agreement No. C-4-1847, $0, approved by the Contracts Administration and Materials Management Department.

   - To include the Proposition 1B bond funds and program guidelines and the Transportation Infrastructure Finance and Innovation Act funds and program guidelines to the Project.
   - To amend the postmile references on the header to correspond with those contained in the approved project report and final environmental document.

3. April 8, 2024, Amendment No. 2 to Cooperative Agreement No. C-4-1847, $2,706,500, approved by the Board.

   - To increase funding for state-furnished materials, in a not-to-exceed amount of $1,106,500.
   - To increase funding for additional construction inspection services and enhanced oversight work, in a not-to-exceed amount of $1,600,000.

4. November 9, 2026, Amendment No. 3 to Cooperative Agreement No. C-4-1847, $2,213,300, pending Board approval.

   - To increase funding for additional right-of-way support services for the project closeout phase.

Total committed to Caltrans after approval of Amendment No. 3 to Cooperative Agreement No. C-4-1847: $60,319,800.

OCTA

November 2, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2027 Technical Steering Committee Membership

Overview

The Orange County Transportation Authority Technical Advisory Committee provides feedback and input on Measure M2 local streets and roads-related items. The Technical Advisory Committee relies on a Technical Steering Committee to conduct in-depth reviews and provide guidance on major technical items before consideration by the full Technical Advisory Committee. The proposed 2027 Technical Steering Committee membership recommendations are presented for the Board of Directors' review and approval.

Recommendation

Approve the proposed 2027 Technical Steering Committee membership recommendations.

Background

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) was established in 1976 under the legislation enabling the creation of the Orange County Transportation Commission, a predecessor agency to OCTA. The TAC is comprised of representatives from all Orange County cities, the County of Orange, and a non-voting representative from the California Department of Transportation.

The TAC provides input to staff regarding the guidelines for the allocation of Measure M2 competitive grant funds. The TAC also provides technical advice on items related to streets and roads, such as the Orange County Long-Range Transportation Plan, Regional Traffic Signal Synchronization Master Plan, and the Master Plan of Arterial Highways updates. The TAC relies on a Technical Steering Committee (TSC) to vet, review, and discuss technical issues before submission to the TAC for final review and consideration.

The TSC consists of nine voting members and one non-voting ex-officio member. Members are approved for nomination by the TAC and appointed by the Board of Directors (Board). The nine TSC voting member positions include one position from each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair positions. The chair and vice chair of the TSC also serve as the chair and vice chair of the TAC. The TSC members serve two-year terms, with the chair and vice chair serving one-year terms, and membership is evaluated as position terms expire.

Appointment to the TSC requires letters of interest from existing TAC representatives, which are reviewed by the president of the City Engineers Association of Orange County (CEAOC) and the TAC/TSC chair, with support from OCTA staff before recommendations are advanced to the TAC for consideration and ultimately to the Board for approval.

Discussion

In July 2026, OCTA solicited letters of interest from local jurisdictions to fill TSC vacancies for the 2027 calendar year. At that time, it was noted that six of the nine TSC positions were open for consideration and appointment. These positions included the chair, vice chair, Second District, Third District, Fifth District, and one at-large position. Additionally, the representative from the First District has been recommended for a TSC leadership position, creating a one-year vacancy for that seat and a seventh position open for consideration.

Letters of interest from ten eligible TAC members were received. In accordance with OCTA procedures for administering the TSC (Attachment A), the president of the CEAOC and the chair of the TAC/TSC reviewed all letters of interest and, with input from OCTA staff, developed the 2027 TSC membership recommendations (Attachment B).

The representative from the City of Laguna Hills is recommended to serve as the 2027 chair. The representative from the City of Fountain Valley, who currently holds a First District position, is recommended to serve as the 2027 vice chair. The Second District position is recommended to be filled by the representative from the City of Tustin. The Third District position is recommended to be filled by the representative from the City of Lake Forest. The Fifth District position is recommended to be filled by the representative from the City of Costa Mesa. The open at-large position is recommended to be filled by the representative from the City of Fullerton.

The recommendation of the current First District representative to serve as the 2027 vice chair would create a vacancy in the First District seat for the remaining year of its two-year term. To fill this vacancy, it is recommended that the representative from the City of Seal Beach be appointed to serve the remainder of the term.

In finalizing these recommendations, the president of the CEAOC and the TAC/TSC chair considered committee participation and the need to generally maintain balance between both small and large and north and south Orange County cities. The TAC unanimously endorsed the recommendations in September 2026, and the recommendation is now being advanced to the Board for consideration and approval.

Summary

The TSC provides guidance and direction on major technical issues before presentation to the full TAC. Members of the TSC serve two-year terms, with the exception of the chair and vice chair, who serve one-year terms. There are seven positions recommended for appointment in the next calendar year, which include one out-of-cycle First District position. Presented for consideration and approval is a recommended list of 2027 TSC appointments.

Attachments

A. Technical Steering Committee Policies and Procedures
B. Recommended 2027 Technical Steering Committee Membership List

Prepared by:

Charvalen Alacar
Section Manager, M2 Local Programs
(714) 560-5401

Approved by:

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

ATTACHMENT A

Technical Steering Committee Policies and Procedures

Overview

The Orange County Transportation Authority's (OCTA) Technical Steering Committee (TSC) is a subcommittee of the OCTA Technical Advisory Committee (TAC). The TAC relies on the TSC to review and discuss technical issues prior to action by the TAC.

The TSC consists of nine voting members and one non-voting ex-officio member. The voting members will be chosen by the TAC and appointed by the OCTA Board of Directors (Board). The non-voting ex-officio member will be a representative of the California Department of Transportation (Caltrans) District 12, as selected by the Caltrans District Director. Of the voting members, there is one position representing each of Orange County's five supervisorial districts, two at-large positions, and the chair and vice chair. The chair and vice chair serve one-year terms, while all other representatives serve two-year terms, with no limit on the number of terms. TSC tenure terms are staggered to ensure continuity and consistency. Current policy states that there are to be no more than two representatives from any district, and there should be a balance between large and small cities.

TSC Membership Process

- OCTA provides a report to the TAC about TSC positions that are up for consideration, as well as the schedule for the selection process.
- TAC members interested in serving on the TSC must submit a letter of intent to the chair of the TAC, the president of the City Engineers Association of Orange County (CEAOC), and the OCTA Local Programs Section Manager. No nominations are accepted during a TAC meeting.
- A critical success factor for selection to serve on the TSC is active participation at the TAC meetings over the preceding 12 months.
- The president of the CEAOC, in consultation with the chair of the TAC, shall review the letters of intent and provide recommendations for the new TSC membership.
- There shall be no more than two representatives from any one district, exclusive of the chair and vice chair positions.
- The County of Orange can only serve in at-large or chair/vice chair positions.
- There will be a balance between small and large jurisdictions (small jurisdictions are defined as those with populations less than 61,953) and a balance of large and small jurisdictions between chair and vice chair positions. Consideration will also be given toward balance between north and south Orange County local agencies.
- Once TSC membership recommendations are approved by the TAC, they will be advanced to and approved by the OCTA Board.

ATTACHMENT B

Recommended 2027 Technical Steering Committee Membership List†

POSITION	NAME	JURISDICTION	2026‡ POPULATION	MEDIAN POPULATION SIZE^	NORTH/ SOUTH	SEAT EXPIRES
Chair	**Joe Ames**	**Laguna Hills**	**30,275**	**Small**	**South**	**December 31, 2027**
Vice Chair*	**Temo Galvez**	**Fountain Valley**	**56,596**	**Small**	**North**	**December 31, 2027**
District 1	**Iris Lee**	**Seal Beach**	**24,496**	**Small**	**North**	**December 31, 2027**
District 2	**Kenny Nguyen**	**Tustin**	**79,175**	**Large**	**North**	**December 31, 2028**
District 3	**Doug Erdman**	**Lake Forest**	**87,522**	**Large**	**South**	**December 31, 2028**
District 4	Rudy Emami	Anaheim	340,433	Large	North	December 31, 2027
District 5	**Raja Sethuraman**	**Costa Mesa**	**109,436**	**Large**	**North**	**December 31, 2028**
At-Large	**Stephen Bise**	**Fullerton**	**140,224**	**Large**	**North**	**December 31, 2028**
At-Large	Justin Golliher	County of Orange	132,530**	N/A	North/ South	December 31, 2027

N/A – Not Available

† Shaded rows indicate the positions available for the 2027 calendar year.

‡ State of California, Department of Finance, E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2025, and 2026. Sacramento, California, May 2026.

^ Small jurisdictions are defined as those with populations less than 61,953.

* Current 2026 District 1 representative has been recommended to serve in the 2027 vice chair position. The District 1 vacancy is recommended to be filled with a representative from the City of Seal Beach to complete the former representative's current term.

** Reflects the population of unincorporated areas in the county, which are represented by the County of Orange. Total countywide population reported as 3,163,696.

OCTA

November 2, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Fiscal Years 2028-2029 and 2029-2030 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Prioritization Guidance

Overview

The Orange County Transportation Authority is responsible for prioritizing Orange County projects submitted for Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funding through the Southern California Association of Governments for federal fiscal years 2028-2029 and 2029-2030. Staff is requesting Board of Directors' approval of the prioritization guidance.

Recommendations

A. Approve the prioritization guidance for the federal fiscal years 2028-2029 and 2029-2030 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program, including prioritizing arterial road rehabilitation projects to achieve a funding target of $50 million.

B. Direct staff to return to the Board of Directors with a recommended priority for each project submitted through the federal fiscal years 2028-2029 and 2029-2030 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program.

Background

Funding for the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program is made available through the Infrastructure Investment and Jobs Act or Bipartisan Infrastructure Law signed into law on November 15, 2021. The Southern California Association of Governments (SCAG) selects projects within its region to receive STBG and CMAQ. As part of the selection process, each county transportation commission

(CTC), including OCTA, conducts outreach to potential applicants and evaluates projects submitted from within its county. Each project is evaluated for consistency with applicable regional priorities and assigned project ratings of highest alignment, strong alignment, moderate alignment, and limited alignment. Orange County Transportation Authority (OCTA) staff has been coordinating with SCAG over the past several months during development of the guidelines to promote consistency with OCTA's goals and objectives.

The Capital Programming Policies (CPP), approved by the Board of Directors (Board), include policies for programming for Measure M2 and major state and federal funding sources such as STBG and CMAQ. The funding sources have specific transportation improvement goals as defined by the enabling legislation and additional state and federal rules, which are considered in the development of current programming policies. OCTA considers these policies every time a funding recommendation is made to the Board. The federal portion of the CPP, which includes OCTA's priorities for STBG and CMAQ, is provided in Attachment A.

In the last call for projects (call) cycle, Orange County projects received $215.569 million to support Orange County projects including seven OCTA and Southern California Regional Rail Authority priority projects and 25 local agency projects. SCAG's regional share for this upcoming cycle is estimated to be $1.38 billion, and OCTA anticipates Orange County could receive approximately $200 million in this call. Consistent with the October 12, 2026, Measure M2 Project O Competitive Pavement Subprogram Evaluation staff report and subsequent follow-up discussion, an estimated $50 million share will be prioritized for arterial road rehabilitation.

Discussion

On November 5, 2026, SCAG's Regional Council will consider approval of the federal fiscal year (FFY) 2028-29 and FFY 2029-30 STBG/CMAQ Program guidelines which establish the framework for project selection and allocation of STBG and CMAQ funds within the SCAG region. The guidelines include an overview of the program, background, funding availability, roles and responsibilities, eligible activities, details on the application process, scoring criteria, and program schedule. The draft guidelines are included as Attachment B, as the final guidelines are anticipated to be approved by the SCAG Regional Council on November 5, 2026, and are not yet available.

OCTA, as the CTC for Orange County, is responsible for scoring projects based on a combination of project and agency eligibility, OCTA priorities, clear demonstration of community/stakeholder engagement, and project deliverability and readiness. The projects that have the highest alignment with OCTA priorities will score the highest in OCTA's ranking. OCTA is also responsible for outreach related to the STBG/CMAQ Program.

Project selection through the STBG/CMAQ Program includes a two-step process that involves OCTA first scoring and prioritizing projects from Orange County and then submitting our recommendations to SCAG, where they then score and rank projects based on their own criteria. Only projects submitted by local agencies will be scored through OCTA's prioritization process. Regional projects endorsed by OCTA will automatically receive the highest alignment rating for consideration in SCAG's regional evaluation and project selection process. Prior to the June 2027 deadline, the Board will be asked to approve project prioritization for submittal to SCAG.

Based on OCTA's prioritization, projects will be evaluated and scored as highest alignment, strong alignment, moderate alignment, or limited alignment with OCTA's overall priorities. Then SCAG will also score each project considering its own criteria and assign additional points. According to the STBG/CMAQ Program guidelines, projects will receive points in the following six scoring criteria areas:

Points	Scoring Criteria	Scored by
50 points	CTC Prioritization	OCTA
20 points	Regional Priorities	SCAG
20 points	Federal Performance Management Areas	SCAG
10 points	Community Economic Development Benefits	SCAG
10 points	Air Quality Improvements and Cost Effectiveness (only for CMAQ Eligible Projects)	SCAG
5 points	Bonus Points: Connected Communities Incentive	SCAG

CMAQ-eligible projects may receive up to 115 points, including the five Connected Communities Incentive bonus points. STBG projects may receive up to 105 points, including the five bonus points. The ten points for Air Quality Improvements and Cost Effectiveness apply only to CMAQ-eligible projects and are included to incentivize projects that improve air quality. SCAG selection criteria are further detailed in Attachment B.

In order to develop priorities for the STBG/CMAQ program, OCTA staff requested letters of interest for CMAQ and STBG funds from all 34 Orange County cities, the County of Orange, and over 600 transportation stakeholders. OCTA received email or verbal comments from four transportation stakeholders as well as written letter responses from the County of Orange and 23 cities for a total of 58 potential projects. Comments were also made by members of the Technical Advisory Committee at their meeting on September 23, 2026. In addition, staff incorporated information from relevant studies and plans, considered the CPP, and reviewed the 2026 Board and Chief Executive Officer Initiatives. The resulting STBG/CMAQ Program Prioritization Guidance is provided in Attachment C. Road rehabilitation is a top priority for funding, consistent with the need for pavement funding discussed in the October 12, 2026 Board meeting, as well as the local feedback received through various outreach roundtables and forums. Other top priorities recommended for funding include active transportation and complete streets projects, some of which are included in combination with road rehabilitation.

Other criteria that are recommended in the STBG/CMAQ Program Prioritization Guidance include points for projects that demonstrate fiscal and environmental responsibility, are included in OCTA's Directions 2045 Long-Range Transportation Plan, have demonstrated community support, and are ready and deliverable.

All projects will be required to meet applicable federal funding provisions including, but not limited to, federal procurement requirements, federal environmental assessment requirements through the National Environmental Policy Act, and Build America Buy America requirements.

Next Steps

The STBG/CMAQ Program milestones outlined in the guidelines are as follows:

Milestone	Date
SCAG Guideline Adoption	November 5, 2026
OCTA Guideline and Prioritization Approval	November 9, 2026
Call Opening	January 29, 2027
Local Agency Applications due to OCTA	March 31, 2027
OCTA Review and Scoring	April – June 2027
OCTA Project Prioritization due to SCAG	June 30, 2027
SCAG Review and Scoring	July – October 2027
SCAG Project Award Recommendation Approval	November 15, 2027

SCAG will issue the STBG/CMAQ Program call, notify agencies, and provide workshops. Local agencies must submit project nominations to OCTA/SCAG, including responses, as instructed in the STBG/CMAQ Program guidelines and OCTA's STBG/CMAQ Program Prioritization Guidance.

OCTA staff will review and rank projects based on their level of alignment (highest, strong, moderate, or limited) and return to the Board for approval. OCTA will submit the project list to SCAG by June 30, 2027. SCAG is anticipated to approve project nominations in November 2027. Once the projects have been formally selected by SCAG, staff will notify the Board, award recipients, and create a public website with project information.

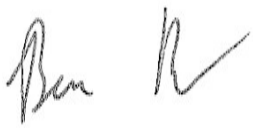
Summary

OCTA staff is requesting Board approval of the STBG/CMAQ Program Prioritization Guidance, including OCTA ranking criteria and supplemental questions.

Attachments

A. Capital Programming Policies – STBG and CMAQ Program
B. SCAG FFY 2029 & 2030 STBG/CMAQ Program Guidelines
C. Federal Fiscal Year 2028-2029 and Federal Fiscal Year 2029-2030 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Call for Projects Nominations Prioritization Guidance – Orange County Transportation Authority Ranking Criteria and Supplemental Questions

Prepared by:



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ATTACHMENT A

Capital Programming Policies – STBG and CMAQ Program

Source	Description
Federal Sources	
Congestion Mitigation and Air Quality (CMAQ)	**Background:** The CMAQ Program supports surface transportation projects and other related efforts that contribute air quality improvements and congestion relief consistent with the Clean Air Act. The Southern California Association of Governments (SCAG), as the designated metropolitan planning organization, is responsible for the project (call) selection process for both federal Surface Transportation Block Grant Program (STBG) and federal CMAQ funds. SCAG complies with this requirement through the development of the STBG/CMAQ Program guidelines and the administration of the related call for projects nominations. OCTA, as the county transportation commission, will provide project prioritization and additional questions to supplement SCAG's call. **Eligible projects:** CMAQ funds may be used for transportation projects that improve air quality including projects that improve traffic flow, mobility, or emergency response as follows: • Projects to improve signalization, • Construct high-occupancy vehicle lanes, • Improve intersections, • Add turning lanes, • Improve transportation systems management and operations that mitigate congestion and improve air quality, • Implement intelligent transportation systems, • Real-time traffic systems, • Transit including fixed-guideway projects, and • Multimodal traveler information. CMAQ funds could also support the purchase of integrated, interoperable emergency communications equipment, projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand. Purchase of cleaner rolling stock and buses and, in certain cases, transit operations. **Significant Limitation:** CMAQ-funded projects and even project components must be able to demonstrate a quantifiable emission reduction or benefit to air quality.

STBG Program	**Background:** STBG provides flexible funding that may be used by state and local agencies for projects to preserve and improve the conditions and performance on any federal-aid highway, public road, bridge, and improve pedestrian and bicycle infrastructure, support transit capital, and under certain conditions, transit operations. SCAG, as the designated metropolitan planning organization, is responsible for the project selection process for both STBG and federal CMAQ funds. SCAG complies with this requirement through the development of the STBG/CMAQ Program guidelines and the administration of the related call Nominations. OCTA, as the county transportation commission, will provide project prioritization and additional questions to supplement SCAG's call. **Eligible projects:** STBG funds are the most flexible of federal funds and may be used for the improvement, maintenance, replacement, safety, and preservation of highways, local access roads, bridges, and tunnels, railway/highway/roadway at-grade and grade-separated crossings, transit capital, and in some cases, operations, carpool projects, parking facilities, electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, Americans with Disabilities Act sidewalk modifications, highway and transit research and transportation planning, management systems, environmental mitigation efforts, intersection improvements, intelligent transportation systems capital improvements, congestion pricing projects and strategies, including electronic toll collection and travel demand management strategies and programs, recreational trails projects, truck parking facilities, workforce development, training, and education activities.

ATTACHMENT B

FFY 2029 & 2030 STBG/CMAQ Program Guidelines

November 2026

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FFY 2029 & 2030 STBG/CMAQ Program Overview

The federal fiscal year 2028-29 and 2029-30 (FFY 2029 & 2030) Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidelines, scheduled for adoption by the SCAG Regional Council in November 2026, establish the framework for project selection and allocation of STBG and CMAQ funds within the SCAG region in accordance with 23 CFR § 450.332(c) et al. These guidelines outline the SCAG-administered project selection process in compliance with federal requirements for the STBG and CMAQ programs.

Background

Planning and programming actions for federal formula-funded projects and programs are guided by the currently adopted and future iterations of the SCAG Regional Council-approved Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Federal Transportation Improvement Program (FTIP), as well as Federal Performance-Based Planning and Programming and Transportation Performance Management requirements.

The RTP/SCS provides the long-term vision and goals for how the SCAG region will build and support transformative transportation projects and initiatives. The RTP/SCS is developed through extensive stakeholder engagement and robust policy discussions with local elected leaders. SCAG's RTP/SCS demonstrates how transportation projects and programs in the six-county SCAG region conform to the state of California and federal air quality mandates for funding eligibility. It identifies strategies to reduce regional greenhouse gas emissions and criteria air pollutant emissions. The RTP/SCS currently in effect is Connect SoCal 2024, adopted by the SCAG Regional Council in April 2024.

The FTIP is the document prepared by a metropolitan planning organization that lists projects to be funded with federal, state, and local funds for the next four-year period. The FTIP is a key component in the process by which the RTP/SCS is implemented. It does so by providing an orderly allocation of federal, state, and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP/SCS by programming the projects contained in the RTP/SCS, in accordance with federal and state requirements. These include specific requirements for scheduling projects, funding, and the timely implementation of transportation control measures to help reduce air pollution. The FTIP applicable to the current call for project nominations is the 2027 FTIP, which is expected to be federally approved in December 2026. The 2029 FTIP will be in effect by mid-December 2028.

Federal Transportation Performance Management Targets, adopted by the SCAG Regional Council, provide near- and mid-term anticipated outcomes for the transportation network. These inform and are informed by planning and programming actions.

Guidelines and Development Process

SCAG has worked closely with the six county transportation commissions in the region on the development of these guidelines. This coordination included several months of biweekly meetings to review each section of the guidelines for potential changes and improvements and circulating the draft guideline document for comment. SCAG will also host workshops open to all eligible applicants related to these guidelines in early 2027.

Project Selection Process

Funding Availability

Prior to initiating a call for project nominations, SCAG evaluates the availability of STBG and CMAQ funding. The current call for project nominations primarily makes funding available from apportionments for federal fiscal years (FFY) 2028-29 and 2029-30. The current federal surface transportation authorization, the Infrastructure Investment and Jobs Act, is in effect through September 2026. Therefore, funding availability for the call for project nominations is subject to a congressional reauthorization or continuing resolution.

Current funding availability estimates reflect averages consistent with funding levels authorized through the Infrastructure Investment and Jobs Act. Funding levels are subject to change and may reflect future authorized increases, decreases, and/or impacts of federal rescissions.

Other considerations in determining funding availability for the call for project nominations may include programming adjustments for previously awarded projects, prior year obligation authority (OA) activity, deobligations, OA loan repayments, Caltrans Oversight adjustments, and the 2.5 percent set-aside for SCAG-selected regional planning activities that would support planning priorities led by SCAG and/or in partnership with the county transportation commissions (i.e., eligible planning activities that advance implementation of the RTP/SCS and performance-based planning and programming in the SCAG region). This is consistent with the initial set of STBG/CMAQ Program Guidelines approved by the SCAG Regional Council in June 2023. Use of these funds will be documented in the annual SCAG Overall Work Program and FTIP, as appropriate.

The balance of STBG and CMAQ funding available for programming will be directed through a competitive call for project nominations administered by SCAG, through which projects are selected by SCAG in coordination with the SCAG region's six county transportation commissions. SCAG is responsible for the development of the call for project nominations process, oversight, and final project selection. SCAG has established performance-based nomination targets to guide the nomination submittals from each county within the SCAG region. The targets do not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

Exhibit 1 Program Target Percentages

County	CMAQ Target Percentage	STBG Target Percentage
Imperial County	0.6%	1.2%
Los Angeles County	54.8%	53.3%
Orange County	17.3%	17.1%
Riverside County	12.7%	11.8%
San Bernardino County	11.3%	12.2%
Ventura County	3.3%	4.3%

STBG and CMAQ funding are subject to the Timely Use of Funds provisions outlined in Assembly Bill (AB) 1012 (Chapter 783 of the Statutes of 1999). Obligation deadlines for these apportionment years are outlined in the table below.

Exhibit 2 Federal Fiscal Year Obligation Deadline

Federal Fiscal Year	2028-29	2029-30
Obligation deadline	9/30/2031	9/30/2032

Call for Project Nominations

ROLES AND RESPONSIBILITIES

SCAG will conduct a call for project nominations, provide guidance, identify available funding, perform project evaluations, develop a list of prioritized projects, and conduct the SCAG board review and approval process.

The county transportation commissions are responsible for developing their Project Prioritization Framework to guide their evaluation of all applications within their respective county. These evaluations will result in a prioritization ranking. Please refer to Appendix A for more information regarding the County Transportation Commission Prioritization Framework.

ELIGIBLE APPLICANTS

In general, SCAG region cities, counties, transit agencies, federally recognized Tribal governments, and county transportation commissions are eligible to apply for STBG and CMAQ funds. Though an existing federal-aid master agreement is not required to apply, implementing agencies awarded funding must be eligible for and have a federal-aid master agreement in place with the California Department of Transportation (Caltrans) prior to having awarded funds programmed in the FTIP. Additional information on required federal-aid master agreements is available on the Caltrans Master Agreement webpage. This provision may not apply to funds that will be requested for transfer to the Federal Transit Administration (FTA). Projects considering FTA transfer may need to coordinate with the county transportation commission regarding roles and responsibilities, as the FTA will only accept transfer applications from recognized transit operators.

SCAG encourages potential applicants to review Caltrans information Factors to Consider Before Applying for Federal Funds. This document presents several common challenges that arise due to specific requirements, regulations, and procedures associated with federal funding. Examples include adhering to federal regulations related to environmental assessments, labor laws, Disadvantaged Business Enterprise participation, Title VI, and quality control and assurance measures.

Each county transportation commission is responsible for coordination and submission of project nominations to SCAG from eligible entities from their respective counties. SCAG encourages each county transportation commission to coordinate with SCAG and other affected county transportation commissions on project nominations for multi-county projects and to support multi-county agency projects such as Caltrans, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, and the Southern California Regional Rail Authority.

Public-Private Partnerships (P3s)

In the state of California, California Government Code Section 5956 to 5956.10 authorizes local governmental agencies to enter into agreements with private entities to study, plan, design, construct, develop, finance, maintain, rebuild, improve, repair, and/or operate a variety of fee-producing

infrastructure facilities, including rail, highway, bridge, tunnel, or airport projects. It also prohibits using the authority in this section to design, construct, finance, or operate a toll road on a state highway. Please note that Section 143 of the CA Streets and Highways Code, which previously granted P3 authority to Caltrans and regional transportation agencies, expired in 2017. Only P3's that are formed consistently with the required provisions for allowable activities may be considered eligible applicants.

ELIGIBLE PROJECTS

Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.

Additional federal guidance is available below:

STBG Federal Guidance

CMAQ Federal Guidance

Project eligibility as described in the FFY 2029 & 2030 STBG/CMAQ Program Guidelines is based on current existing federal guidance for the STBG and CMAQ Programs as revised by the Infrastructure Investment and Jobs Act. In acknowledgment that program eligibility may be impacted by provisions of a new federal transportation infrastructure bill, or other acts of Congress, SCAG is committed to working with applicants recommended for funding and the respective county transportation commissions to address impacts to scope of work appropriately and/or to reprogram awarded funds to other eligible SCAG-selected projects.

Please refer to Appendix B for more information regarding eligible projects.

Consistent with RTP/SCS Goals and Strategies and Federal Performance Measure Goals, projects should be used for activities that are related to the following primary project categories **and have a clear transportation nexus**.

Regional Priorities

SCAG's Regional Priorities for the FFY 2029 & 2030 STBG/CMAQ call for project nominations are demonstrated through the identification of project categories as either Tier 1 or Tier 2 Regional Priorities. Overall, the primary project categories were derived from the Connect SoCal 2024 goals and strategies. Program categories in each tier were informed as appropriate by the 2026-27 SCAG Presidential Priorities and Objectives, which include Clean Transportation Technology, the 2028 Summer Olympic and Paralympic Games, Housing Production, and Infrastructure as a Driver of Housing and Economic Development. Examples of projects that may fall into each of these primary (Tier 1 and 2) project categories are included in Appendix C.

Tier 1 Regional Priorities

- **Clean Transportation**: alternative fuel and zero-emission vehicles/buses, infrastructure, and equipment investments that reduce criteria pollutant emissions.
- **Transportation Demand Management (including LA28 Games legacy activities)**: In recognition of the actions underway to prepare Southern California for the unprecedented travel and mobility demands associated with hosting one of the world's largest sporting events and building off of the SCAG 2028 Games Regional Transportation Demand Management Strategic Plan, this program category includes transportation demand management activities that reduce congestion, and move people and goods. Projects in this category are not required to be related to the LA28 Games.
  - Passenger Transportation Demand Management (TDM) refers to strategies that influence travel behavior to reduce single-occupancy vehicle trips and shift demand to transit, walking, biking, carpooling, micromobility, or off-peak travel. Passenger TDM strategies

are intended to reduce roadway congestion, support transit use and other sustainable travel options, and improve mobility through scalable, cost-effective approaches that can be deployed locally and regionwide.

- Freight TDM refers to strategies that enhance goods movement efficiency and proactively mitigate disruptions to freight operations and businesses while maintaining supply chain fluidity throughout the region. Freight TDM strategies may include route optimization, curb management, and other operational strategies that support reliable supply chain movement and access to businesses and major activity centers.
- **Transportation System Management and Goods Movement**: highway or local roadway projects that improve traffic flow, optimize truck and bus throughput, or increase travel time reliability. Includes Intelligent Transportation Systems, truck parking facilities, and on-dock rail projects.
- **Transit and Multimodal Integration**: support increasing transit/rail ridership, new or upgrades to transit/rail facilities, operating assistance to sustain or expand service (subject to applicable CMAQ limitations), microtransit, and fare subsidies, also including transit safety and security projects.
- **System Preservation**: projects that maintain existing transportation systems and facilities.

Tier 2 Regional Priorities

- **Complete Streets**: complete streets projects to enable safe use and mobility for all users.
- **Resilience of At-Risk Infrastructure**: projects that improve the resilience of at-risk infrastructure from extreme weather events, natural disasters, or changing conditions such as coastal erosion, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Connected Communities Incentive

Projects identified as Tier 1 and 2 regional priorities may receive additional points for demonstrating alignment with SCAG's "connected communities" definition, which captures presidential priorities on housing production and infrastructure as a driver of housing and economic development. Please refer to Appendix F for SCAG's connected communities definition.

ELIGIBLE COSTS AND MATCHING REQUIREMENTS

Final eligibility determinations are subject to review and approval by Caltrans and the Federal Highway Administration (FHWA). As a result, certain components within an eligible project may be deemed ineligible for reimbursement for a specific fund source. SCAG intends to recommend that some projects be funded with a combination of STBG and CMAQ funds to address this issue. However, applicants should also consider exceeding the local match or locally funding contingency in order to fully fund the project, where components may be deemed ineligible.

Matching requirements for STBG and CMAQ funds are dependent on project type, but most require a minimum of 11.47 percent match in non-federal funds. Tolling projects require a higher 20 percent local match. More information regarding matching funds is outlined in Caltrans' Local Assistance Procedures Manual (LAPM) Chapter 3: Project Authorization.

Toll credit use may be considered for awarded projects at the time of FTIP programming. Use of toll credits is subject to toll credit availability, SCAG's Toll Credit Policy, and requires respective county transportation commission concurrence.

Application Process

Through the STBG/CMAQ call for project nominations, SCAG will select projects nominated from eligible applicants that meet federal requirements, align with SCAG RTP/SCS goals and strategies, and reflect county priorities. All applicants should follow best practices related to virtual and in-person outreach and engagement, which will be evaluated at the project level. SCAG strongly encourages applicants to engage transportation system users, residents, and community-based organizations to ensure communities are meaningfully involved throughout the lifecycle of the project.

All eligible applicants will submit project nominations via the SCAG portal. Project nominations will be subject to the respective county transportation commission's Project Prioritization Framework. The county transportation commissions will then apply their approved Project Prioritization Framework to project nominations submitted within their county and develop project prioritization packages for SCAG's consideration during final project selection.

A Note about Primary Contact Information:

All applications are required to provide a primary and secondary alternative project contact, at least one of which must be available from the period of application review through award recommendations for questions and clarifications from SCAG and/or respective county transportation commissions. Unless otherwise indicated, application contacts will be assumed to be available to respond to project delivery questions for awarded projects. Any changes to contact information should be communicated to SCAG staff in a timely manner.

Exhibit 3 Project Selection Timeline

Project Selection Milestone	Date*
Guideline adoption	Nov. 5, 2026
Workshops	Jan. 2027
Project nominations open to local agencies	Feb. 1, 2027
Local agency project nomination application submission deadline	Apr. 2, 2027, at 5 p.m.
County transportation commission project prioritization packages deadline	Aug. 2, 2027, at 5 p.m.
Regional Council awards funding	Nov. or Dec. 2027

**Actual dates subject to change*

Regional Project Evaluation

SCAG staff will form a review committee composed of a multidisciplinary group of staff members. The review committee will conduct the regional project evaluation process to review the nomination packets provided by the county transportation commissions and develop a recommended list of projects for adoption by the SCAG Regional Council. This process will consist of the following steps:

1. **Confirm Eligibility**: SCAG staff will review submitted documentation to ensure county transportation commission, potential implementing agency, and project compliance with applicable federal and regional policies. Screening will include a review to ensure consistency with the adopted RTP/SCS. Any issues identified will be communicated to county transportation staff and the applicant contact, and projects with unresolved issues will be excluded from further consideration.

2. **Scoring Criteria**: Eligible projects can achieve up to 115 points for projects submitted for potential CMAQ funding and up to 105 points for projects submitted for STBG funding. The review committee will score projects using the following rubric:

Exhibit 4 Scoring Criteria

Scoring Criteria	Possible Points
County Transportation Commission Prioritization: Relative county transportation commission project prioritization. Please refer to Appendix A for more information.	50 Points
Regional Priorities: Based on primary program category. Please refer to Appendix C for more information.	20 Points
Federal Performance Management Areas: Assessment of the degree that the proposed project demonstrates support for FHWA Federal Performance Management (PM) areas: • PM1 - Transportation System Safety • PM2 - National Highway Pavement and Bridge Condition • PM3 - National Highway System (NHS) Performance • PM3 - Freight Movement • PM3 - CMAQ Program • Transit Asset Management • Transit System Safety Please refer to Appendix D for more information. Please also refer to Section 7 of the Connect SoCal 2024 **Performance Monitoring Technical Report** for additional information.	20 Points
Community Economic Development Benefits: Assessment of project benefits to populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities. Please refer to Appendix E for more information.	10 Points
Air Quality Improvements and Cost-Effectiveness: For CMAQ-eligible projects, projects will be evaluated on cost-effectiveness relative to similar projects. PM2.5 reducing projects will receive additional points. **Please refer to the CMAQ Air Quality and Cost-Effectiveness Guidance provided in the supplemental application materials for additional information.**	10 Points
Bonus Points: Connected Communities Incentive: For all projects, assessment of alignment with SCAG Connected Communities definition.	5 Points

The review committee will score each project using the criteria outlined in Appendix G.

3. **Project Ranking Process**: Candidate projects will be ranked according to their average review committee score. To ensure that high-performing air quality improvement projects are prioritized for CMAQ funding, SCAG staff will first develop a recommended list of eligible projects for CMAQ funding using the comprehensive rubric rankings as well as projects identified as seeking CMAQ funding. (All eligible projects scored with a maximum possible score of 115 points and ranked from highest to lowest score.) In developing this list, SCAG will consider if project elements may not be eligible for CMAQ funds and should be considered for STBG funding. All remaining projects, including CMAQ-eligible projects not recommended for funding using this first method, will then be ranked with the air quality improvement portion of the rubric score excluded. (All remaining projects scored with a maximum possible score of 105 points and ranked from highest to lowest score). The latter rankings will be used by SCAG staff to develop a recommended list of projects for STBG funding. Once the lists are developed, they will be shared with the air quality districts to obtain input on the projects selected for potential CMAQ funding. This will fulfill SCAG's requirement to involve the local air quality districts. SCAG may also consult with Caltrans and others as applicable.

4. **Program Balancing**: Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds and ensure a balanced program of projects, SCAG staff may adjust project prioritization based on the relative STBG and/or CMAQ availability, assessment of project readiness and project schedule feasibility as it relates to the years in which funds are available and timely use of funds requirements, and overall program balancing for a variety of project types and regional diversity. **10** Project scores will be converted into recommendation categories (i.e., Highly Recommended, Recommended, Contingency List, and Not Recommended) prior to publishing the recommended program of projects. To achieve an overall Highly Recommended determination, projects must achieve a score of at least 90 points. To achieve an overall Recommended determination, projects must achieve a score of at least 75 and less than 90 points. To be considered for the Contingency List, projects must achieve a score of at least 65 points. Depending on availability of STBG and CMAQ funds, projects may move between the Recommended list and the Contingency List. Using this process, SCAG staff will develop a draft program of recommended (Highly Recommended and Recommended) and Contingency List projects for SCAG Regional Council adoption. Projects that achieve a score of less than 65 will be determined to be Not Recommended.

5. **Program Approval**: The SCAG Regional Council will consider the recommended STBG and CMAQ projects. Projects approved by the SCAG Regional Council for funding will be eligible for programming into the FTIP. If high scoring projects (Highly Recommended and Recommended) are not fully funded or not selected due to funding constraints, they will be prioritized for future funding opportunities as additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process. Contingency List projects will be considered after high scoring projects for future funding opportunities if additional programming capacity becomes available for CMAQ and/or STBG programs prior to the next scheduled call for project nominations process.

Approved Projects, Federal Programming, Monitoring, and 2027 FTIP

Guidance for post-award activity is detailed in SCAG's Programming Procedures for FHWA-Administered Federal Funding, last approved by the SCAG Regional Council in February 2026.

TRANSPORTATION CONFORMITY

All projects approved by the SCAG Regional Council for STBG and CMAQ funding must be programmed in the FTIP consistent with adopted FTIP Guidelines. Transportation Conformity Regulations require that projects programmed in the FTIP be included in a conforming RTP/SCS. Therefore, projects that require modeling and/or inclusion in an RTP/SCS amendment may not be programmed until conformity requirements are met.

Caltrans Local Assistance Procedures

Following FTIP approval, agencies will need to work with their Caltrans Local Assistance District to prepare the Request for Authorization (RFA) package. For more information on the RFA process, please refer to the Caltrans Local Assistance Procedures Manual and Exhibits.

Appendix A

County Transportation Commission Project Prioritization Framework

The county transportation commissions will each develop a Project Prioritization Framework outlining how project nominations submitted within the county will be prioritized for funding as part of the final SCAG selection. As part of the development of a county transportation commission's Project Prioritization Framework, the commission may choose to collect high-level solicitations of interest from eligible applicants, conduct interested applicant consultations, or other outreach and engagement to inform the Project Prioritization Framework.

County transportation commissions may opt to have supplemental questions included as part of the project nomination application. These supplemental questions are subject to the Project Prioritization Framework which will directly inform the county transportation commission's prioritization ranking.

SCAG requires each county transportation commission to inform and engage eligible applicants from their respective county on the county transportation commission's Project Prioritization Framework and general SCAG call for project nomination process to maximize project impact and advance collaborative policy goals.

At minimum, county transportation commissions must incorporate the following regional criteria into their Project Prioritization Framework:

- **Eligibility**: County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al.
- **County Priorities**: County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.
- **Community/Stakeholder Engagement**: County transportation commissions should prioritize project nomination applications with demonstrated community support. Community support may be determined through a variety of means, such as responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, plan development, etc.
- **Deliverability and Readiness**: County transportation commissions should evaluate potential implementing agencies for risks based on prior federal project delivery trends and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

Each county transportation commission's Project Prioritization Framework must receive concurrence from SCAG staff as well as approval by the county transportation commission's CEO and/or governing board. A draft copy of the project prioritization framework should be provided for SCAG comment/concurrence at least three weeks prior to CEO or Board approval. County transportation commissions will be required to provide SCAG with a final copy of the Framework and documentation of CEO and/or governing board approval. Final approval of the Framework is due to SCAG by Friday, Jan. 15, 2027.

County transportation commissions will also be required to inform and distribute the applicable Project Prioritization Framework to eligible applicants in their jurisdiction following approval by the respective governing board or CEO. Additionally, county transportation commissions will be required to publish the

approved Project Prioritization Framework and identify a staff contact on their webpage for ease of access by eligible applicants.

County Transportation Commission Project Prioritization Packages

After completing the County Transportation Commission Prioritization Framework, county transportation commissions shall submit project nominations and associated documentation to SCAG for evaluation and project selection. Project nomination lists must be approved by the county transportation commission CEO (and/or governing board) prior to submission to SCAG. Extensions may be granted on a case-by-case basis. Project prioritization packages must include the following elements:

- **County Transportation Commission Project Nomination List**: complete list of eligible project nominations received for STBG and/or CMAQ funds identifying the county transportation commission prioritization designation according to approved Project Prioritization Framework.
- **CEO or Governing Board Approval**: letter from the county transportation commission's CEO or documentation of governing board approving the project nomination list in accordance with the approved Project Prioritization Framework.
- **Outreach Documentation**: materials verifying county transportation commission compliance with outreach requirements for Project Prioritization Framework, including highlighting any outreach/engagement with uncommon eligible applicants (tribal governments, federal lands management agencies, schools/school districts, etc.) and describing how they have been engaged.

The county transportation commissions' project prioritization packages are due to SCAG by Monday, Aug. 2 at 5 p.m.

Appendix B

Project Eligibility

STBG PROJECT LOCATION REQUIREMENTS

Consistent with 23 USC § 133 (c), the following project location requirements apply for STBG funding requests.

- Project **may not** be on a road classified as a **local road or rural minor collector** unless the road was on a Federal-aid highway system on Jan. 1, 1991

Please refer to Caltrans California Road System – Functional Classification GIS Map Viewer to verify that project location requirements are met.

Exceptions to the STBG Project Location Requirements

Although STBG projects generally must be located on a road functionally classified higher than a local road or a rural minor collector, 23 USC § 133 provides exceptions to this requirement for certain project types, as summarized below:

1) Bridge or tunnel projects, except construction of a new bridge or tunnel at a new location;
2) Highway and transit safety infrastructure improvements and programs;
3) Fringe and corridor parking facilities and programs, and carpool projects;
4) Recreational trail projects, pedestrian and bicycle projects, Safe Routes to School projects, and qualifying accessibility improvements;
5) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways;
6) Development and implementation of a state asset management plan for the National Highway System and a performance-based management program for other public roads described in 23 U.S.C. § 133(b)(9);
7) Bridge and tunnel protection, inspection, and evaluation activities described in 23 U.S.C. § 133(b)(10);
8) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education activities;
9) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal;
10) Congestion pricing, including electronic toll collection and travel demand management strategies and programs;
11) Projects and strategies designed to reduce the number of wildlife-vehicle collisions;
12) Installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure;
13) Rural barge landing, dock, and waterfront infrastructure projects meeting the requirements of 23 U.S.C. § 133(j)
14) Projects described in former 23 U.S.C. § 101(a)(29), prior to the enactment of the FAST Act, including the design/planning and construction of trail facilities for pedestrians and bicyclists, the design/planning and construction of projects to provide safe routes for non-drivers, preservation of historic transportation buildings, and other related Transportation Enhancement activities. (See 23 U.S.C. § 133(c)(3) and applicable Transportation Alternatives guidance);

15) Replacement of a qualifying low-water crossing with a bridge; and
16) Other projects specifically approved by the U.S. Secretary of Transportation under 23 U.S.C. § 133(c)(5).

Applicants are strongly encouraged to review 23 USC § 133 for additional details on STBG project location exceptions. Additional statutory provisions may permit limited use of STBG funds on local roads and rural minor collectors in certain circumstances. Applicants proposing such a project should contact SCAG regarding potential eligibility under 23 U.S.C. § 133(g) or § 133(k).

Note: An exception to the STBG project location requirements does not independently establish STBG funding eligibility. Projects must satisfy all other applicable federal, state, and SCAG program requirements.

CMAQ ELIGIBILITY REQUIREMENTS

Consistent with 23 USC § 149, CMAQ eligible projects must demonstrate emission reductions.

Other CMAQ eligibility restrictions are noted below:

- CMAQ funds are not eligible to be used for routine maintenance or rehabilitation projects.
- Projects that add new capacity for single-occupancy vehicles (SOV) are ineligible for CMAQ unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Operating assistance is typically only eligible for new or expanded service and for the first five years.
- General planning studies that are not part of the project development pipeline are ineligible for CMAQ funding.

Appendix C

Project Examples by Category

These primary project categories were derived from the Connect SoCal 2024 goal areas and strategies. The tiers were informed by the 2026-27 SCAG Presidential Priorities and Objectives. Examples of projects that may fall into each of these primary project categories include, but are not limited to the following:

TIER 1 REGIONAL PRIORITIES

Clean Transportation

- Government-owned non-transit alternative fuel and zero-emission fleets that reduce criteria pollutant emissions
- Publicly available alternative fuel and zero-emission vehicle fueling/charging infrastructure and equipment that reduce criteria pollutant emissions
- Alternative fuel and zero-emission bus capital purchases that reduce criteria pollutant emissions
- Charging/fueling infrastructure and equipment for alternative fuel and zero-emission buses that reduce criteria pollutant emissions
- Medium and heavy-duty alternative fuel and zero-emission conversion

Transportation Demand Management (including LA28 Games legacy activities)

- Parking – Park and rides, parking pricing
- Ridesharing – vanpool coordination
- Carsharing
- Shared micromobility (bikes and scooters)
- Congestion pricing
- Employer-based strategies (telework)
- Freight TDM strategies
- Curb space management
- Projects to enhance travel and tourism

Transportation System Management and Goods Movement

- Freight/goods movement plans
- Congestion management plans
- New capacity managed lanes (HOV, toll, bus-only)
- Managed lanes conversions (HOV, toll, bus-only)
- Truck-only lanes
- Truck parking facilities
- New grade separation (rail or roadway)
- Traffic signalization
- Intersection improvements
- Port-related equipment and vehicles
- Port electrification activities
- On-dock rail

- Interchange reconfigurations
- Signal synchronization
- Intelligent Transportation System elements

Transit and Multimodal Integration

- Transit plans
- Public Transportation Agency Safety Plans
- Comprehensive multimodal corridor plans
- Dedicated bus lanes
- Transit/rail facilities – new/rehab/replacement
- Transit/rail safety and security projects
- Conventional vehicle replacements
- Fleet expansion
- Micro-transit
- Operations (subject to CMAQ new-project limitations)
- Free or reduced fare programs
- Fare integration programs
- Transit signal priority
- Bus stop/transit station improvements
- Universal basic mobility
- Mobility hubs

System Preservation

- Standalone pavement rehabilitation
- Off-system (local) bridge rehabilitation
- Maintenance of existing transportation systems and facilities

TIER 2 REGIONAL PRIORITIES

Complete Streets

- Complete streets plans
- Active transportation plans
- Local roadway safety plans
- Bicycle and pedestrian facilities and programs – including Class I, II, IV bike facilities
- Complete streets and sustainable streets improvements
- Roundabouts

RESILIENCE OF AT-RISK INFRASTRUCTURE

- Projects that improve the resilience of at-risk infrastructure from extreme weather events, natural disasters, or changing conditions such as coastal erosion, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs
- Protective features (including natural infrastructure) to enhance the resilience of an eligible transportation facility
- Resilience/adaptation projects and plans eligible under STBG and CMAQ guidance

Appendix D

Federal Performance Management Areas

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. FHWA established national performance measures, target-setting guidance, and reporting requirements for the monitoring of highway performance through three performance management (PM) packages:

- **PM 1**: Transportation System Safety
- **PM 2**: Pavement and Bridge Condition (National Highway System)
- **PM 3**: National Highway System, Freight Movement, and CMAQ Program Performance

In addition to the three PM packages, federal performance measures and reporting requirements were also established for Transit Asset Management (TAM) and Transit System Safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit system safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

Each of the federal performance management focus areas includes an associated set of metrics for which statewide and regional targets must be set. Though project-specific metrics may not be available, projects that will contribute to meeting SCAG's goals for Federal Performance Management areas will be prioritized.

Performance Management 1 – Transportation System Safety

- Total number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million vehicle miles traveled (VMT)
- Total number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Total number of non-motorized fatalities and serious injuries

Performance Management 2 – National Highway System (NHS) Pavement and Bridge Condition*

- Percentage of Interstate System pavement in 'Good' Condition
- Percentage of Interstate System pavement in 'Poor' Condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridges in 'Good' condition
- Percentage of NHS bridges in 'Poor' condition

Performance Management 3 – National Highway System (NHS) Performance*

- Percent of Interstate System mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

Performance Management 3 – Freight Movement

- Interstate System truck travel time reliability (truck travel time reliability index)

Performance Management 3 – CMAQ Program

- Annual hours of peak hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle mode share

Transit Asset Management

- Equipment: Share of non-revenue vehicles that meet or exceed Useful Life Benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed Useful Life Benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA TERM scale

Transit System Safety

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

*Please note, these performance management areas only apply to projects located on the National Highway System. For more information regarding your project's location, please refer to the California Road System – Functional Classification map.

Additional information is available in the FHWA's Transportation Performance Management Implementation Plan and the FTA's Performance Management webpage.

Appendix E

Community Economic Development Benefits

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

For the purpose of this program, SCAG uses the term "Areas of Persistent Poverty and Historically Disadvantaged Communities" (APP and HDCs) consistent with the U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) grant program.

Areas of Persistent Poverty and Historically Disadvantaged Communities are defined as follows:

- Any county (or equivalent jurisdiction) that has consistently had greater than or equal to 20 percent of the population living in poverty as indicated through the BUILD Grant Project Location Verification mapping tool; or
- Any census tract that has a poverty rate of at least 20 percent as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census available through the BUILD Grant Project Location Verification mapping tool.

The BUILD Grant Project Location Verification mapping tool should be used to identify Areas of Persistent Poverty and Historically Disadvantaged Communities as they relate to project location and identified community economic development benefits.

The following strategies, informed by the Connect SoCal 2024 Equity Analysis Technical Report, have been determined to contribute to advancing community economic development benefits in the SCAG region:

- Access improvements to everyday destinations (jobs, retail, parks, school, health care) for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to mobility options for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Improvements to walking and biking conditions for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities and/or on the SCAG High Injury Network.
- Improvements to noise or air quality for residential areas adjacent to railroads, railyards, or intermodal seaport facilities.
- Grade separations to improve safety for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.
- Transit improvements.
- Adaptation or resilience improvements for populations living in climate risk areas, including flood hazard zones, sea level rise, wildfire risk, landslide hazard areas, extreme heat, drought, and earthquake hazard zones.
- Air quality improvements for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities, that minimize impacts outside of the immediate project area.
- Reduction of noise impacts from transportation for populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities, that minimize impacts outside of the immediate project area.
- Reduction of heavy- and medium-duty truck volumes through communities with identified populations living in Areas of Persistent Poverty and Historically Disadvantaged Communities.

PROXIMITY AND JUSTIFICATION GUIDANCE FOR CLAIMING COMMUNITY ECONOMIC DEVELOPMENT BENEFITS

Applicants should refer to the supplemental resources section of the STBG/CMAQ webpage regarding proximity and justification guidance which will assist applicants and evaluators in determining claims of benefits for the Community and Economic Development Benefits Evaluation Criteria. While exact proximities described in guidance will not be enforced as the sole consideration for evaluation, applicants may consider this guidance as "best practices" for justifying a claimed benefit.

Appendix F

Connected Communities Incentive

CONNECTED COMMUNITIES DEFINITION

These are places where coordinated public and private investments in supportive infrastructure lay the groundwork for long-term housing growth, economic opportunity, and community development. By aligning transportation investments—such as revitalized main streets, expanded transit service, mobility hubs, active transportation networks, and first- and last-mile improvements—with holistic community plans and other supportive infrastructure, these efforts can unlock development potential, leverage additional financing, and attract more public and private capital. This approach supports more complete, connected, and resilient communities while advancing housing production, access to opportunity, and inclusive growth.

Projects that demonstrate this approach through a plan (e.g., reconnecting communities plan, main streets plan, etc.) and/or are in key areas (e.g., priority development areas, high-quality transit corridors, or Senate Bill 79 eligible areas, high injury network, etc.) will receive additional points.

Appendix G

Detailed Scoring Rubric

Exhibit 5 Detailed Scoring Rubric

County Transportation Commission Prioritization	Possible Points
Prioritized in the County Transportation Commission list as **Highest Alignment**	50 Points
Prioritized in the County Transportation Commission list as **Strong Alignment**	40 Points
Prioritized in the County Transportation Commission list as **Moderate Alignment**	20 Points
Limited Alignment	0 Points
Regional Priorities	**Possible Points**
Program Category	
Project identified as part of Tier 1 Regional Priorities Program Categories: • Clean Transportation • Transportation Demand Management (including LA28 Games legacy activities) • Transportation System Management and Goods Movement • Transit and Multimodal Integration • System Preservation	20 Points
Projects identified as part of Tier 2 Regional Priorities Program Categories: • Complete Streets • Resilience of At-Risk Infrastructure	10 Points
Projects identified as neither Tier 1 nor Tier 2 Regional Priorities Program Categories	0 Points
Federal Performance Management Areas	**Possible Points**
Project supports multiple federal performance management areas OR demonstrates significant improvement in one FPM area, as confirmed by general responses, and project specific data is available in the current project development phase for multiple federal performance categories.	20 Points
Project implementation supports at least one federal performance management area as confirmed by general responses and project specific data is available in the current project development phase.	15 Points
Project implementation supports at least one federal performance management area as confirmed by general responses, but project specific data is not available. (Includes projects in early stages of development that may not have quantitative data available yet).	10 Points
Project implementation abstractly supports at least one federal performance management area but cannot be confirmed by general responses and there is no current or future planned project specific data available.	5 Points
Project does not support any federal performance management areas.	0 Points
Community Economic Development Benefits	**Possible Points**
Proposed project includes four or more strategies that advance community economic development benefits.	10 Points
Proposed project includes one to three strategies that advance community economic development benefits.	5 Points
Proposed project does not include any strategies that advance community economic development benefits.	0 Points

Air Quality Improvements	Possible Points
Cost Effectiveness Relative to Similar Projects*	
75-100 percentile	8 Points
50-74 percentile	6 Points
25-49 percentile	4 Points
1-24 percentile	2 Points
Does not address cost effectiveness	0 Points
PM2.5 Reduction Relative to ALL Projects	
Top 50% of PM2.5 Reducing Projects	2 Points
Below top 50% of PM2.5 Reducing Projects	0 Points
If limited or no similar projects are available for evaluation, an alternative evaluation will be conducted	
Bonus Points: Connected Communities Incentive	**Possible Points**
Projects in either Tier 1 or Tier 2 that contribute to the development of connected communities	5 Points
Projects that do not contribute to the development of connected communities	0 Points

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ATTACHMENT C

Federal Fiscal Year 2028-2029 and Federal Fiscal Year 2029-2030 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program Call for Projects Nominations Prioritization Guidance – Orange County Transportation Authority Ranking Criteria and Supplemental Questions

Overview

The Southern California Association of Governments (SCAG) Federal Fiscal Year (FFY) 2028-2029 & 2029-2030 Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program call for projects nominations (STBG-CMAQ Call) prioritization guidance establishes the framework for project selection and allocation of STBG and CMAQ funds within the SCAG region. The Orange County Transportation Authority (OCTA), as the county transportation commission, is required to develop a Project Prioritization Framework outlining how project nominations submitted within the County will be prioritized as highest alignment, strong alignment, moderate alignment, and limited alignment to OCTA priorities to inform project selection for funding as part of the final SCAG selection.

Funding and General Application Information

Funding is made available through the Infrastructure Investment and Jobs Act (IIJA), which was originally set to expire in September 2026. As of the drafting of these guidelines, the IIJA has been extended through December 11, 2026. STBG-CMAQ Call funding is subject to subsequent congressional reauthorization or continuing resolution as this call is for funding in FFY 2028-2029 and FFY 2029-2030. OCTA estimates Orange County projects could receive approximately $200 million in this call. This estimated target does not represent a guaranteed funding level, a nomination floor, or a nomination ceiling. An estimated $50 million target will be prioritized for arterial road rehabilitation.

Applicants must comply with the SCAG STBG-CMAQ Call and should refer to the SCAG guidelines for information on submitting an application and overall eligible applicant, eligible projects, eligible costs, minimum matching requirements, funding availability targets, and other information. The SCAG program guidelines are available here.

Schedule

Milestone	Date
SCAG Guideline Adoption	November 5, 2026
OCTA Guideline and Prioritization Approval	November 9, 2026
Call Opening	January 29, 2027
Local Agency Applications Due to OCTA	March 31, 2027
OCTA Review and Scoring	April – June 2027
OCTA Project Prioritization Due to SCAG	June 30, 2027
SCAG Review and Scoring	July – October 2027
SCAG Project Award Recommendation Approval	November 15, 2027

SCAG-Required County Transportation Commission Project Prioritization Framework

OCTA is responsible for developing a Project Prioritization Framework that will guide OCTA's evaluation of all applications within Orange County. These evaluations will result in a prioritization ranking. Only projects submitted by local agencies will be scored through OCTA's prioritization process. Regional projects endorsed by OCTA will automatically receive the highest alignment rating for consideration in SCAG's regional evaluation and project selection process. According to the SCAG guidelines for the STBG-CMAQ Call, OCTA must base its prioritization ranking on the following criteria:

1. Eligibility
   County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 USC Sec. 133, 149, et al. Given the limited time that is available to review projects, OCTA will progressively review projects and project components throughout the call period and up until the project is to be included in the Federal Transportation Improvement Program (FTIP) by SCAG.

2. County Priorities
   County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.

3. Community/Stakeholder Engagement
   County transportation commissions should prioritize project nomination applications with demonstrated community support.

4. Deliverability and Readiness
   County transportation commissions should evaluate potential implementing agencies and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

OCTA will review submittals first for eligibility and compliance with basic application requirements. Then the remaining projects will be ranked as highest alignment, strong alignment, moderate alignment, and limited alignment to OCTA priorities through a scoring process. The scoring criteria are derived from the goals outlined in OCTA's 2026 Board of Director (Board) and Chief Executive Officer (CEO) Initiatives and Action Plan, the Board-approved Capital Programming Policies for STBG and CMAQ, the letters of interest received from local jurisdictions and non-profits, Orange County Technical Advisory Committee discussions, OCTA's Directions 2045 Long-Range Transportation Plan and prior STBG-CMAQ Call guidelines.

From 2026 Board and CEO Initiatives

- Provide a balanced, sustainable, and equitable public transportation system
- Enhance organizational strength through financial strength and environmental leadership
- Sustain a culture of excellence, collaboration, and inclusion

From Capital Programming Policies

- CMAQ may be used for any of the following:
  - Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements
  - Vanpool Program and rideshare services
  - Rail and bus transit capital projects
  - Traffic light synchronization projects
  - New or expanded transit operations (three years of CMAQ funding may be used for the first five years)
  - Eligible bicycle and pedestrian projects
- STBG may be used for any of the following:
  - Measure M2 (M2) Freeway Program
  - Local streets and roads
  - Bicycle, pedestrian, and/or complete streets projects
  - Countywide planning activities up to five percent annually

From Letters of Interest

- In July 2026, OCTA solicited letters of interest for CMAQ and STBG funds from all 34 Orange County cities, the County of Orange, and over 600 transportation stakeholders. OCTA provided introductory information on the upcoming STBG-CMAQ Call and requested optional feedback regarding funding needs, potential projects, and project types. OCTA received responses from the County of Orange and 23 cities for 58 potential projects. These project types included road rehabilitation, complete streets improvements, active transportation, safety projects, and others. Approximately 49 of the 58 projects proposed through the letters of interest OCTA received were for road rehabilitation, complete streets, or active transportation projects, which signifies a substantial need for this type of funding from local agencies.

OCTA Prioritization Part 1 – Application Preference

OCTA will review submitted documentation to determine whether the submitted project application meets OCTA's application preferences. Part 1 is informational and is not scored. No points are assigned or deducted based on these preferences, and they do not establish a minimum or maximum level of funding that a project may receive. A project's alignment with these preferences does not determine whether the project advances to Part 2.

Any issues identified for any of these criteria will be communicated to the applicant contact. Projects will then be evaluated under OCTA Prioritization Part 2 – Scoring Criteria, where points are assigned.

For applicants or for projects that are in Orange County, the following specific OCTA application preferences apply:

OCTA Prioritization – Application Preferences
• Applications from local jurisdictions (cities and the County of Orange) will be prioritized. Other organizations are encouraged to apply through Orange County cities or the County of Orange.
• Agencies will be required to rank their project applications and OCTA will prioritize each agency's top three ranked applications.
• Capital project applications from applicants other than OCTA, Los Angeles – San Diego – San Luis Obispo Rail Corridor, and Metrolink, that request funding between $500,000 minimum and $7 million maximum will be prioritized by OCTA. Planning grant applications are not subject to this preference.
• Local agencies may not apply to use federal funds through the Federal Transit Administration for transit projects as OCTA and SCAG do not allow local agencies to be subrecipients.

OCTA Prioritization Part 2 – Scoring Criteria

Under Part 2 of OCTA's prioritization process, applications will be scored on a 100-point scale to determine whether projects are categorized as highest alignment, strong alignment, moderate alignment, or limited alignment using the following rubric.

OCTA Prioritization – Project Type	Possible Points
First Priority • Road Rehabilitation Project – Arterials Only • Active Transportation Projects • Complete Streets	50 Points
Second Priority • Signal Synchronization/Transportation System Management • Planning Studies • Safety	40 Points
Third Priority • Local Streets and Roads (Widening, Operational Improvements) • Other Projects	30 Points

OCTA Prioritization – Fiscal and Environmental Responsibility	Possible Points
• What is the status of environmental studies? Provide documentation.	Up to 10 Points
• What local match is the implementing agency providing? What percentage of the project cost is being supported with local agency and/or nonfederal match? Please provide funding sources. Points are provided for greater local match commitment.	Up to 10 Points

Community Engagement (Review required by SCAG)	Possible Points
• Does the project have community support? Please provide evidence of community support.	Up to 10 Points

Deliverability and Readiness (Review required by SCAG)	Possible Points
• Is the project included in an adopted plan by the agency, or another applicable adopted plan such as OCTA's Board-adopted Directions 2045 Long-Range Transportation Plan? Please provide a link to the plan and page number that references the project or project type.	Up to 5 Points
• Was your project previously awarded STBG/CMAQ funding for preconstruction activities, but not funded for the construction phase?	Up to 10 Points
• Has the implementing agency successfully delivered federal projects on time in the past? OCTA will evaluate the agency's history of successfully obligating federal transportation funds, considering, amongst other aspects, both the number of projects obligated and the size of the agency, consistent with the Comprehensive Transportation Funding Program definition of agency size.	Up to 5 Points

Program Balancing

Candidate projects will be initially prioritized according to their ranking as described above. However, to achieve programmatic investment thresholds and ensure a balanced program of projects, staff may adjust project prioritization based on the relative STBG and/or CMAQ availability, regional diversity, and project schedule feasibility as it relates to the years in which funds are available and timely use of funds requirements.

Next Steps

OCTA's prioritization represents the first step in the project selection process. Following OCTA's review and scoring, projects will be assigned an alignment level and submitted to SCAG as part of OCTA's project prioritization package. OCTA's alignment levels will translate into 50, 40, 20, or zero points toward SCAG's overall project evaluation.

SCAG will then conduct a separate evaluation of the projects submitted by OCTA and the other county transportation commissions. In addition to the points resulting from OCTA's prioritization, SCAG will score projects based on its other criteria, including regional priorities, federal performance management areas, community economic development benefits, and, as applicable, air quality improvements and cost-effectiveness and the connected communities incentive. SCAG will use the combined scores, along with program balancing considerations, to develop its final project selection and funding recommendations.

OCTA

November 2, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2027 Active Transportation Program Regional Project Prioritization Point Assignments for Orange County

Overview

On March 19, 2026, the California Transportation Commission adopted the 2027 Active Transportation Program guidelines and issued a two-tiered call for projects. The Orange County Transportation Authority can assign additional points to Orange County project applications considered during the regional program review. The assignment of points for Orange County applications is presented for the Board of Directors' approval.

Recommendations

A. Approve the Orange County 2027 Active Transportation Program project prioritization point assignments for submittal to the Southern California Association of Governments.

B. Authorize the Chief Executive Officer, or his designee, to provide concurrence on future project scope changes and substitutions as needed for the 2027 Active Transportation Program projects.

C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.

Background

On March 19, 2026, the California Transportation Commission (CTC) adopted the statewide 2027 Active Transportation Program (ATP) guidelines and issued the associated ATP two-tiered call for projects. The 2027 ATP will provide a total of $619.32 million in state and federal funding for projects in fiscal years (FY) 2027-28 through FY 2030-31.

Projects may be funded through the statewide or regional rounds of funding. All project applications are first ranked according to a project score and considered for the statewide round of funding. The CTC is responsible for overseeing this scoring process and is expected to publish funding recommendations in November 2026. Funding recommendations for the statewide round of funding are based on the highest scoring project applications statewide.

Consistent with state law and approved program guidelines, the 2027 ATP funding is distributed in three ways. Fifty percent of the available funding is distributed through the statewide round (approximately $309.66 million). Ten percent of the available funding is distributed to small urban and rural regions (approximately $61.932 million, for which Orange County applicants are not eligible to receive). The remaining 40 percent of the available funding (approximately $247.728 million) is distributed through the regional round of funding which is subdivided across metropolitan areas and further split by county based on population. Orange County expects to receive approximately $21.811 million in ATP funds through this round of funding.

Orange County projects not recommended for funding through the statewide round will automatically be considered for the regional round administered through the Southern California Association of Governments (SCAG) process.

The SCAG Regional ATP guidelines, approved by the CTC in June 2026, outline the SCAG regional program project selection process. This process allows for a prioritization methodology to be developed by each county transportation commission to augment the scores received by applications through the statewide round. Up to 20 points can be added to the statewide project score. The Orange County Transportation Authority (OCTA) Board of Directors (Board) established the prioritization methodology for OCTA in September 2024. The Board-approved methodology, which rewards projects that provide regional connectivity, complement transit service in Orange County, encourage multimodal mobility, and have a clear safety need, is provided for reference in Attachment A.

Discussion

Applications for the 2027 ATP were due to the CTC on June 22, 2026. Orange County agencies submitted 14 applications, requesting a total of $189.402 million in ATP funding. A list of the submitted Orange County projects is provided in Attachment B. The CTC is expected to release statewide funding recommendations in November 2026. Orange County projects not recommended for statewide funding will be automatically considered through the SCAG regional program.

OCTA staff reviewed project applications and surveyed Orange County applicant agencies to evaluate project consistency with the planning documents outlined in the Board-approved project prioritization methodology. The revised scores were fully analyzed by staff to confirm compliance with the criteria and the scores were then finalized for Board consideration and submittal to SCAG, as included in Attachment C. Once SCAG combines the OCTA-assigned points with the CTC scores and recommends funding to projects that fall above the funding threshold, the CTC will review and approve ATP funding for the recommended projects.

If a project recommended for funding through the SCAG regional program cannot be delivered or is recommended for partial funding, OCTA will work with applicant agencies and SCAG to substitute the next-ranked projects or adjust project scopes, consistent with the SCAG regional program guidelines. Although OCTA does not determine final scores or award funds to local agencies for ATP projects, future scope changes for Orange County projects may require OCTA concurrence as part of the local agency's request to the CTC. To carry out these activities, staff is requesting Board authorization to make these minor adjustments.

Consistent with SCAG's Federal Transportation Improvement Program (FTIP) guidelines, all federally funded or regionally significant projects must be included in the FTIP. Therefore, staff is requesting Board authorization to include awarded ATP projects in the FTIP.

Next Steps

With Board approval, staff will submit the recommended project point assignments to SCAG. The SCAG Regional Council will consider regional program funding recommendations in spring 2027, followed by CTC consideration to adopt the SCAG regional program project funding in summer 2027. Following approval, awarded projects will be entered into the FTIP so that local agencies may initiate their projects, consistent with the award amount, match required, and timing for when the funds are available.

Summary

As part of the SCAG regional project selection process for the 2027 ATP, staff has reviewed applications and is recommending point assignments for Orange County projects consistent with Board-approved methodology for approval and submittal to SCAG.

Attachments

A. Orange County Transportation Authority, Active Transportation Program Project Prioritization Methodology
B. 2027 Active Transportation Program Orange County Application Receipt Log
C. Orange County Transportation Authority, 2027 Active Transportation Program Project Prioritization Point Assignments

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ATTACHMENT A

Orange County Transportation Authority, Active Transportation Program
Project Prioritization Methodology

On September 12, 2024, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved a prioritization methodology for projects submitted for Active Transportation Program (ATP) funding.

The Board-approved methodology assigns points to projects based on what plans recommend the improvements described in the project. The points assignment by plan or project type is listed in the table below.

Plan	Point Value (Maximum of 20 Points[1])
A planned bikeway in OC Active	10
Project is included in the Orange County Bike Connectors Gap Closure Feasibility Study or the Nonmotorized Metrolink Accessibility Strategy	10
Pedestrian or bikeway improvements that connect to a Transit Opportunity Corridor identified in OC Transit Vision	10
Pedestrian improvements within a half mile or bikeway improvements within three miles of one of the Prioritized High-Potential Hub Locations identified in the Orange County Mobility Hubs Strategy	5
Project is included in a regional or local agency bicycle or pedestrian master plan, active transportation plan, or complete streets plan	5
Project is included in a local safety plan, including but not limited to, Safe Routes to Schools, Local Roadway Safety Plan, Vision Zero Plan, or implements countermeasures to identified crash typologies in the project area consistent with the Orange County Systemic Safety Plan	5
Project closes a gap on a sidewalk along a roadway on the Master Plan of Arterial Highways	2
Project is included in a specific plan, corridor plan, or multimodal study	2
Project is included in local agency general plan or circulation element	2

This methodology rewards projects that provide regional connectivity, complement transit service in Orange County, encourage multimodal mobility, and have a clear safety need.

[1] The adopted 2025 ATP Southern California Association of Governments Regional Guidelines establish that the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the State.

OCTA-led projects are eligible for the additional points in the same manner as the local agency projects. The regional plans listed in the methodology were developed in coordination with all the local Orange County agencies. Basing the point assignment upon inclusion in various regional and local plans that focus on gap closures, community issues, Safe Routes to Schools, and regional bicycle and pedestrian corridors ensure that all projects can receive equitable consideration.

Disadvantaged Communities Methodology

To maximize funding for Orange County projects, staff evaluates the points assigned to each project to confirm that 25 percent of the regional funding goes to projects that will benefit disadvantaged communities as required by SB 99 (Chapter 359, Statutes of 2013). There is a risk that Orange County projects could lose funding if the region doesn't meet the 25 percent threshold and a project is pulled from another region to receive funding. In order to avoid allowing Orange County targeted funds to go to projects in other counties, staff may need to adjust project prioritization to assist the region in meeting this requirement, ensuring the funding stays in Orange County.

Plans, Quick-Builds, and Non-Infrastructure Projects Methodology

The regional guidelines require that up to five percent of funding available for the region be directed to plans, non-infrastructure, and quick-build projects. Once the projects that will be part of the regional project selection process are known, staff will adjust the priorities in order to maximize the use of the funds across Orange County.

ATTACHMENT B

2027 Active Transportation Program
Orange County Application Receipt Log

(000's)

Applicant Agency Name	Project Name	Total Project Cost	Total ATP Funding Request	Requested Funding by Phase					Project Type
				PA&ED	PS&E	R/W	CON	CON-NI	
Anaheim	City of Anaheim Active Transportation Plan	$ 512	$ 500	$ -	$ -	$ -	$ -	$ 500	Plan
Anaheim	OC River Walk Bridge Project	$ 22,700	$ 7,500	$ -	$ -	$ -	$ 7,500	$ -	Infrastructure - Large
Buena Park	City of Buena Park SRTS Project	$ 7,194	$ 6,043	$ 353	$ 573	$ -	$ 4,938	$ 179	Infrastructure - Medium/ Non-Infrastructure
La Habra	La Habra Rails to Trails OC Loop Gap Closure	$ 69,604	$ 10,000	$ -	$ -	$ -	$ 10,000	$ -	Infrastructure - Medium
OCTA	Safe OC Rides: Orange County E-Bike Safety and Data Initiative	$ 794	$ 794	$ -	$ -	$ -	$ -	$ 794	Plan
Placentia	Melrose Bikeway and McFadden Park SRTS Project	$ 9,795	$ 9,795	$ 176	$ 879	$ 293	$ 8,447	$ -	Infrastructure - Medium
Santa Ana	Monroe Elementary and Edison Elementary SRTS	$ 13,160	$ 13,160	$ 10	$ 2,300	$ -	$ 10,850	$ -	Infrastructure - Large
Santa Ana	Santa Ana Vision Zero - Main Street Corridor	$ 24,418	$ 24,418	$ 50	$ 4,100	$ -	$ 20,268	$ -	Infrastructure - Large
Santa Ana	Heroes ES, Carver ES, Willard Int, Wilson ES SRTS	$ 22,149	$ 22,149	$ -	$ -	$ -	$ 22,149	$ -	Infrastructure - Large
Santa Ana	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary, and Franklin Elementary SRTS	$ 42,350	$ 42,350	$ 50	$ 7,000	$ -	$ 35,300	$ -	Infrastructure - Large/ Non-Infrastructure
Santa Ana	Lincoln Elementary, Monte Vista Elementary, King Elementary and Griset Academy SRTS	$ 19,823	$ 19,823	$ -	$ -	$ -	$ 19,623	$ 200	Infrastructure - Large
Santa Ana	Harvey Elementary, Adams Elementary, Carr Intermediate, Vallet HS, and Godinez HS SRTS	$ 26,234	$ 26,234	$ 10	$ 3,500	$ -	$ 22,724	$ -	Infrastructure - Large
Tustin	Tustin SRTS at Beswick and Sycamore	$ 3,302	$ 3,302	$ 75	$ 300	$ -	$ 2,365	$ 562	Infrastructure - Small/ Non-Infrastructure
Westminster	Edwards Street Safe Routes to School Complete Street - Phase 3	$ 4,322	$ 3,334	$ 260	$ 349	$ -	$ 2,623	$ 102	Infrastructure - Medium/ Non-Infrastructure
Total		**$ 266,357**	**$ 189,402**	**$ 984**	**$ 19,001**	**$ 293**	**$ 166,787**	**$ 2,337**	

Notes:
ATP - Active Transportation Program
CON - Construction
CON-NI - Construction Non Infrastructure
ES - Elementary School
HS - High School
Int - Intermediate
OC - Orange County
PA&ED - Project Approvals and Environmental Documentation
PS&E - Project Specifications and Estimates
R/W - Right-of-Way
SRTS - Safe Routes to School

ATTACHMENT C

Orange County Transportation Authority
2027 Active Transportation Program Project Prioritization Point Assignments

Plan			OC Active	OC Loop or Metrolink Study	OC Transit Vision	OC Mobility Hubs	Local or Regional Agency Plan	Safety Plan or OCSSP	Master Plan of Arterial Highways	Specific, Corridor, or Multimodal Plans	Local Agency General Plan or Circulation Element	Total OCTA Points
Agency	**Project Title**	**ATP Request (000's)**	**10-points**	**10-points**	**10-points**	**5-points**	**5-points**	**5-points**	**2-points**	**2-points**	**2-points**	**Assigned Points[1]**
Anaheim	City of Anaheim Active Transportation Plan	$ 500	Y	N	Y	Y	Y	Y	N	N	Y	20
Anaheim	OC River Walk Bridge Project	$ 7,500	Y	Y	Y	Y	Y	Y	N	Y	Y	20
Buena Park	City of Buena Park Safe Routes to School Improvements Project	$ 6,043	Y	N	N	N	Y	Y	Y	N	N	20
La Habra	La Habra Rails to Trails OC Loop Gap Closure	$ 10,000	Y	Y	N	N	Y	Y	N	N	Y	20
OCTA	Safe OC Rides: Orange County E-Bike Safety and Data Initiative	$ 794	Y	N	N	N	Y	Y	N	Y	N	20
Placentia	Melrose Bikeway and McFadden Park Safe Routes to School Project	$ 9,795	Y	N	N	Y	Y	Y	Y	Y	Y	20
Santa Ana	Monroe Elementary and Edison Elementary Safe Routes to School	$ 13,160	Y	N	N	N	Y	Y	N	N	Y	20
Santa Ana	Santa Ana Vision Zero - Main Street Corridor	$ 24,418	N	N	N	Y	Y	Y	N	N	Y	17
Santa Ana	Heroes ES, Carver ES, Willard Int, and Wilson ES Safe Routes to School	$ 22,149	Y	N	N	N	Y	Y	N	N	Y	20
Santa Ana	Lathrop Intermediate, Lowell Elementary, Martin Elementary, Pio Pico Elementary, and Franklin Elementary Safe Routes to School	$ 42,350	Y	N	N	N	Y	Y	N	N	Y	20
Santa Ana	Lincoln Elementary, Monte Vista Elementary, King Elementary, and Griset Academy Safe Routes to School	$ 19,823	Y	N	N	N	Y	Y	N	N	Y	20

Orange County Transportation Authority
2027 Active Transportation Program Project Prioritization Point Assignments

Plan			OC Active	OC Loop or Metrolink Study	OC Transit Vision	OC Mobility Hubs	Local or Regional Agency Plan	Safety Plan or OCSSP	Master Plan of Arterial Highways	Specific, Corridor, or Multimodal Plans	Local Agency General Plan or Circulation Element	Total OCTA Points
Agency	**Project Title**	**ATP Request (000's)**	**10-points**	**10-points**	**10-points**	**5-points**	**5-points**	**5-points**	**2-points**	**2-points**	**2-points**	**Assigned Points[1]**
Santa Ana	Harvey Elementary, Adams Elementary, Carr Intermediate, Vallet HS, and Godinez HS SRTS	$ 26,234	Y	N	N	N	Y	Y	N	N	Y	20
Tustin	Tustin Safe Routes to School at Beswick and Sycamore	$ 3,302	Y	N	Y	N	Y	Y	Y	Y	Y	20
Westminster	Edwards Street Safe Routes to School Complete Street - Phase 3	$ 3,334	Y	N	N	N	N	Y	N	N	Y	17
Total		**$ 189,402**										

Notes:

1. The adopted 2027 ATP Southern California Association of Governments Regional Guidelines establish that the maximum points that can be assigned by the county transportation commission is 20 points. These local prioritization points will be added to the score provided by the State.

Acronyms:
ATP - Active Transportation Program
ES - Elementary School
HS - High School
Int - Intermediate
N - No
OC - Orange County
OCSSP - Orange County Systematic Safety Plan
OCTA - Orange County Transportation Authority
SRTS - Safe Routes to School
Y - Yes

OCTA

November 2, 2026

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Public Outreach Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91

Overview

On July 27, 2026, the Orange County Transportation Authority released a request for proposals for a firm to provide public outreach services during the pre-construction and construction phases of the State Route 55 Improvement Project between Interstate 5 and State Route 91. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

A. Approve the selection of Costin Public Outreach Group, Inc. as the firm to provide public outreach services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250435 between the Orange County Transportation Authority and Costin Public Outreach Group, Inc., in the amount of $2,200,086, for a five-year initial term with one, three-year option term to provide public outreach services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Discussion

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

SR-55 is a major north-south corridor serving commuters, tourists, local traffic, and regional travelers throughout Orange County. The project extends approximately 7.5 miles and includes the cities of Anaheim, Orange, Santa Ana, and Tustin. The $202 million project is funded through a combination of local and federal funds. Construction is currently scheduled to begin in early 2027 and continue for approximately three and a half years.

The project corridor generally consists of residential, commercial, and industrial land uses adjacent to the freeway. Annual average daily traffic through the project corridor is more than 200,000 vehicles, and the corridor currently experiences congestion and traffic delays.

The project includes improvements to SR-55 in both directions between I-5 and State Route 22 (SR-22), as well as operational improvements to interchange ramps at Fourth Street/Irvine Boulevard, Katella Avenue, and Lincoln Avenue. An additional lane will be added to the northbound and southbound (SB) off-ramps at Fourth Street/Irvine Boulevard and to the SB SR-55 Katella Avenue off-ramps and on-ramps. The existing SB SR-55 Lincoln Avenue off-ramp will be relocated approximately 1,300 feet to the south and reconstructed as part of a new undercrossing structure. This project also includes construction of a new park-and-ride facility.

Additionally, the project provides standard curb ramps and sidewalks along impacted arterials to improve active transportation options and provide continuity for pedestrians. Construction is anticipated to occur in multiple stages and will include simultaneous freeway and local street improvements.

Extensive outreach efforts will be required to communicate construction activities and impacts to residents, business owners, large employers, motorists, first responders, local agencies, and other key stakeholders, including the trucking and tourism industries.

Major construction activities include freeway and ramp widening, retaining wall construction, bridge and undercrossing construction, utility relocations, median and barrier improvements, and roadway reconstruction. These activities will require long- and short-term lane reductions, ramp and local street closures, detours, overnight work, weekend closures, and temporary traffic control measures affecting both freeway facilities and local streets.

The consultant will implement a comprehensive public outreach program that will engage with all stakeholders, including hard-to-reach and underrepresented communities, using a variety of methods and tools such as:

- Individualized meetings with city representatives, key stakeholders, community-based organizations, and members of the business, ethnic, and faith-based communities
- City council and speaker's bureau presentations
- Email newsletters and text notifications
- In-person and virtual neighborhood meetings
- An interactive map of closures and detours
- A project website and social media presence
- Flyers canvassed to properties along the project corridor

In addition, the consultant will assist with coordinating pre- and post-construction surveys as needed and facilitate implementation of temporary construction easements.

Procurement Approach

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

On July 27, 2026, the Board authorized the release of Request for Proposals (RFP) 250435 which was issued electronically on OpenGov, OCTA's online e-procurement system. The solicitation was advertised in a newspaper of general circulation on July 27 and August 3, 2026. A pre-proposal conference was held on August 4, 2026, with 13 attendees representing seven firms. Two addenda were issued to provide the pre-proposal conference registration sheet, presentation, and responses to written questions related to the RFP.

On August 25, 2026, six proposals were received. An evaluation committee composed of OCTA staff from Public Information Office, Capital Projects Delivery and Public Outreach departments, along with an external representative from Caltrans District 12, met to review all the proposals received.

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

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

Several factors were considered in developing the evaluation criteria weightings. The qualifications of the firm criterion was weighted at 20 percent as the consulting firm had to demonstrate public outreach experience on complex transportation projects during pre-construction and construction phases. The staffing and project organization criterion was weighted at 25 percent as the proposing firm had to demonstrate an experienced, well-rounded team consisting of senior and junior level staff having adequate availability, as well as relevant experience performing outreach services on large construction projects. Work plan was weighted at 30 percent as the plan had to consider the unique needs of a heavily traveled corridor composed of residential, commercial, and industrial areas and serving on average more than 200,000 motorists daily, including commuters, local traffic, and regional travelers from Los Angeles, Orange, and Riverside counties. Additionally, the proposed work plan had to demonstrate an understanding of the project scope and challenges, as well as the level of effort required. The cost and price criterion was weighted at 25 percent to ensure that OCTA receives value for the services provided.

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

On September 8, 2026, the evaluation committee reviewed the six proposals based on the Board-approved evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

<u>Firm and Location</u>

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

Costin Public Outreach Group, Inc. (CPOG)
Headquarters: Huntington Beach, California
Project Office: Huntington Beach, California

On September 17, 2026, the evaluation committee conducted interviews with the two short-listed firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were related to addressing staff experience, clarification of the organization chart, the team's approach to implementing the work plan, as well as specific clarification questions related to each firm's proposal.

Based on the evaluation of the written technical proposals and the information obtained from the interviews, as well as cost and price, the evaluation committee recommends CPOG for consideration of the award. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Both firms demonstrated relevant experience providing public outreach for complex transportation projects during the pre-construction and construction phases, including maintaining and expanding the stakeholder database, planning and conducting multilingual outreach, compiling and providing communications metrics, and planning and executing small- and large-scale special events.

CPOG was founded in 2013 and is based in the City of Huntington Beach. The firm has 25 employees and specializes in public outreach and construction communications for transportation and infrastructure projects throughout Southern California. CPOG is currently providing public outreach services to OCTA on the SR-55 Improvement Project between Interstate 405 (I-405) and I-5, the State Route 91 Improvement Project between State Route 57 (SR-57) and SR-55, and the Interstate 605/Katella Avenue Interchange Project, demonstrating current experience providing outreach for active freeway and interchange construction projects. During the interview, CPOG noted additional experience providing public outreach services on various projects for the San Bernardino County Transportation Authority (SBCTA), including the Interstate 10 Express Lanes Project and the I-10 Mount Vernon Avenue Improvements Project. CPOG also has experience with stakeholder engagement, multilingual communications, construction notifications, and crisis communications. The firm proposes to perform all work in-house with no subcontractors. CPOG received positive feedback from its references.

Arellano was founded in 1994 and is based in the City of Chino Hills. The firm has approximately 80 employees and has provided public outreach services for various transportation and infrastructure projects throughout Southern California, including Caltrans District 12's I-405 Multi-Asset Design-Build Project

and the Riverside County Transportation Commission's (RCTC) State Route 71 (SR-71)/SR-91 Interchange Improvements Project. These projects demonstrate recent experience providing construction outreach for active freeway and interchange projects, including stakeholder communications, construction notifications, and community engagement. The firm is proposing Hout Construction Services, Inc., (Hout) and Fountainhead Consulting Corp. (Fountainhead) to provide additional construction communications and outreach support, and ArrowGTP to provide multicultural and multilingual engagement support. These subcontractors supplement Arellano's capabilities with construction management, business outreach, and multicultural engagement experience. Arellano received positive feedback from its references.

Staffing and Project Organization

CPOG proposed an experienced project team. The proposed project manager has over 19 years of experience and has led outreach efforts on major transportation projects, including OCTA's SR-55 Improvement Project between I-405 and I-5 through the environmental, preconstruction, and construction phases, as well as the environmental phase of the SR-55 Improvement Project between I-5 and SR-91. This experience provides the project manager with an understanding of the SR-55 corridor, its stakeholders, and the outreach needs associated with preconstruction and active construction. The firm proposed a community liaison with four years of direct construction outreach experience for the SR-55 Improvement Project between I-405 and I-5, coordinating daily with the construction team for stakeholder inquiries, construction communications, and field outreach. During the interview, CPOG clarified that this community liaison would serve as the primary day-to-day liaison, supported by a second community liaison to provide additional coverage during periods of increased outreach need. The proposed project manager and primary community liaison are expected to have approximately 90 percent availability as preconstruction activities begin. The team would be supported by two experienced bilingual account coordinators and additional in-house outreach staff, with defined reporting relationships and responsibilities. The proposed team is currently providing outreach along the SR-55 corridor and has experience coordinating with the corridor cities of Tustin and Santa Ana, as well as community stakeholders.

Arellano proposed an experienced project team. The proposed project manager has over 11 years of experience managing construction outreach, including active freeway and interchange projects for Caltrans and the Riverside County Transportation Commission. The proposed deputy project manager/lead community liaison has 11 years of experience. During the interview, Arellano described the deputy project manager/lead community liaison as having experience supporting community liaisons, understanding field activities, and

providing programmatic guidance. However, their response provided limited detail regarding his day-to-day experience leading construction outreach for a highway project of this size and complexity. The firm also proposed four community liaisons, each assigned to a corridor city, providing dedicated geographic coverage and experience with residential, business, and multilingual outreach. The proposed team is further supported by an account coordinator, graphic designer, strategic advisors, and three subcontractors providing construction communications, technical coordination, and multicultural outreach expertise. The proposal identified 40 percent availability for both the project manager and deputy project manager/lead community liaison for this contract. While the structure provides substantial staffing capacity and local coverage, the number of staff, multiple leadership levels, and subcontractors would require additional coordination. During the interview, limited detail was provided on how information and decision-making would flow across the team. Several individual team members have previously worked together, but the full proposed project team has not formally worked together in this configuration.

Work Plan

CPOG presented a comprehensive work plan that addressed all elements of the scope of work and demonstrated an understanding of the communication needs associated with active freeway construction. The firm emphasized proactive stakeholder engagement, timely and accurate distribution of construction information, rapid response to changing construction conditions, and ongoing evaluation of outreach effectiveness. CPOG proposed a combination of neighborhood-level outreach, stakeholder ascertainments, canvassing, community event participation, multilingual communication, social media, and targeted digital advertising to reach corridor stakeholders and hard-to-reach communities. The firm also proposed developing targeted stakeholder databases for high-impact areas, including Fourth Street/Irvine Boulevard and the SB SR-55 Lincoln Avenue off-ramp, to tailor communication to those most directly affected by construction. During the interview, CPOG discussed lessons learned from comparable freeway construction outreach projects and explained how these would inform its approach to the Project. The firm emphasized direct engagement with affected communities and targeted communication strategies addressing the corridor's residential, commercial, and retail areas. Given the limited pre-construction period, CPOG proposed prioritizing development of the Public Outreach Plan, targeted stakeholder databases, and stakeholder ascertainments during the first 90 days. The work plan outlined a phased approach to implementing outreach activities, including stakeholder engagement and construction notifications, based on anticipated project needs and construction milestones. The firm provided examples of responding to short-notice construction changes through targeted alerts, canvassing, digital communications, and coordination with project partners. CPOG proposed

tracking quantitative and qualitative performance measures, including stakeholder inquiries and response times, event participation, digital and social media engagement, and email and text alert rates to evaluate and adjust outreach efforts throughout construction. Additionally, the firm highlighted tools and strategies including Waze, Google Maps, geotargeting, ArcGIS StoryMaps, and informal "Cone Zone" conversations to communicate construction impacts and provide opportunities for community engagement. CPOG identified potential issues, including limited project awareness, construction fatigue, traffic and neighborhood impacts, business access, and construction-related concerns, and proposed strategies to address each issue. For example, to address limited project awareness, the firm proposed using stakeholder ascertainments, community partnerships, targeted digital advertising, social media, and direct engagement to reach affected communities before construction begins. During the interview, CPOG provided examples from its current construction outreach experience to demonstrate its understanding of the proposed project and ability to implement the proposed outreach program.

Arellano proposed a work plan centered on city-specific outreach, with dedicated community liaisons assigned to the cities of Anaheim, Orange, Santa Ana, and Tustin. The firm proposed using geographic information system mapping to identify key stakeholders and tailor outreach near major construction activities, along with an "Open Along the 55" business outreach program, neighborhood briefings, and community pop-ups. The proposed work plan outlined early stakeholder identification, communication protocols, project materials, and preconstruction engagement. Given the limited preconstruction period, Arellano proposed prioritizing development of the Public Outreach Plan, stakeholder identification, and establishment of project communication protocols during the first 90 days. Arellano also proposed tracking quantitative and qualitative performance measures, including stakeholder database growth and coverage, meeting and event participation, digital engagement, inquiry response times, and recurring themes in public feedback, to evaluate and adjust outreach efforts. During the interview, Arellano provided examples of comparable construction projects and discussed using construction look-ahead schedules and standardized messaging to communicate short-notice construction changes. The firm emphasized early engagement with businesses and affected communities, as well as developing direct working relationships with contractor staff to stay informed of upcoming construction activities. However, the interview provided limited detail regarding how construction information would be coordinated through OCTA and the construction management team and communicated across the proposed outreach organization. While the firm's city-specific approach would provide dedicated geographic coverage, the evaluation committee identified questions regarding how information and decisions would flow through multiple levels of project leadership and community liaisons, particularly when construction impacts extended across multiple

jurisdictions. Arellano described weekly coordination and information-sharing processes but did not fully clarify how those processes would be applied across the layered team structure to maintain consistent corridor-wide messaging.

Cost and Price

Pricing scores were based on a formula that assigned the higher score to the firm with the lower weighted average hourly rate and scored the other proposal's weighted average hourly rate based on its relation to the lower weighted average hourly rate. Although CPOG did not propose the lower weighted average hourly rate, the firm's total proposed project budget is the lower of the two short-listed firms. In addition, CPOG's total proposed budget is lower than the OCTA project manager's independent cost estimate. Therefore, CPOG's total proposed budget is deemed fair and reasonable.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of CPOG as the top-ranked firm to provide public outreach services for the SR- 55 Improvement Project between I- 5 and SR-91. CPOG delivered a thorough and comprehensive proposal and a highly responsive interview addressing all the requirements of the RFP.

Fiscal Impact

The Project was approved in OCTA's Fiscal Year 2026-27 Budget, People and Community Engagement Division, Account No. 0017-7519-FF102-TYP.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250435 between the Orange County Transportation Authority and Costin Public Outreach Group, Inc., in the amount of $2,200,086, for a five-year initial term with one, three-year option term to provide public outreach services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

Attachments

A. Review of Proposals, Request for Proposals 250435 Public Outreach Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91
B. Proposal Evaluation Criteria Matrix (Short-Listed Firms) RFP 250435 Public Outreach Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91
C. Contract History for the Past Two Years Request for Proposals 250435 Public Outreach for the State Route 55 Improvement Project between Interstate 5 and State Route 91

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Review of Proposals

Request for Proposals 250435 Public Outreach Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91

Presented to Regional Transportation Planning Committee - November 2, 2026

6 firms proposed, 2 firms were interviewed, 1 firm is being recommended

ATTACHMENT A

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	89	**Costin Public Outreach Group, Inc.** Huntington Beach, California	None	Higher-ranked firm. Experience providing public outreach for complex construction projects. Currently providing public outreach services for State Route 55 Improvement Project between Interstate 405 and Interstate 5. Proposed project team consists of many individuals currently working on the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Proposed project manager has over 19 years of experience providng outreach efforts on major transportation projects. Proposed two community liaisons with relevant experience and knowledge of the project corridor. Proposed project manager and primary community liaison stated 90 percent availability as preconstruction activities begin. Detailed approach for developing and implementing the public outreach program. Demonstrated an understanding of the project corridor and key stakeholders. Proposed tracking quantitative and qualitative performance measures to evaluate and adjust outreach efforts throughout construction. Presented approach and provided detailed responses to questions. Received positive responses from references. Proposed higher hourly rates and lower total budget cost.	$150.52
2	84	**Arellano Associates** Chino Hills, California	Hout Construction Services, Inc. Fountainhead Consulting Corporation ArrowGTP	Demonstrated recent experience providing construction outreach for active freeway and interchange projects. Proposed subconctractors to assist with construction management, business outreach, and multicultural engagement experience. Proposed project team has extensive, relevant experience. Proposed project manager and deputy project manager/lead community liaison stated 40 percent availability in the proposal. Proposed project manager has over 11 years of experience. Proposed four community liaisons with relevant experience and assigned to each city of the corridor. Detailed approach for developing and implementing public outreach program. Proposed tracking quantitative and qualitative performance measures to evaluate and adjust outreach efforts. Presented approach and answered questions during the interview. Full proposed project team has not formally worked together in the proposed project configuration. Limited clarity provided on how construction information would flow from project leadership to the community liaisons. Received positive responses from references. Proposed lower hourly rates and higher total budget cost.	$131.30

Evaluation Panel:

Internal:
- Public Information Office (1)
- Public Outreach (2)
- Capital Programs (1)

External:
- California Department of Transportation (1)

Proposal Criteria	Weight Factors
Qualifications of the Firm	20%
Staffing and Project Organization	25%
Work Plan	30%
Cost and Price	25%

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
Request for Proposals 250435 Public Outreach Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91

Costin Public Outreach Group, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.0	4	17.6
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.0	5	22.0
Work Plan	4.5	4.5	4.5	5.0	4.5	6	27.6
Cost and Price	4.4	4.4	4.4	4.4	4.4	5	22.0
Overall Score	89.5	89.5	89.5	92.5	85.0		89

Arellano Associates						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.0	4.5	4.5	4.0	4	17.2
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.5	5	17.5
Work Plan	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	84.5	82.5	84.5	84.5	82.5		84

Range of scores for non-shortlist firms was 39 to 50.

CONTRACT HISTORY FOR THE PAST TWO YEARS

ATTACHMENT C

Request for Proposals 250435 Public Outreach Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Costin Public Outreach Group, Inc.	C-0-2104	Public Outreach for State Route 55 Improvement Project between Interstate 405 and Interstate 5	June 2, 2021	May 31, 2026		$ 2,124,990
Contract Type: Time and Expense						
Subconsultants:						
Aj Design						
Become Intertwined						
Hill International, Inc.						
Translating Services, Inc. dba Lazar Translating & Interpreting						
Barrantes Enterprises, Inc.						
	C-2-2796	Public Outreach for State Route 91 Improvement Project from Acacia Street to Lakeview Avenue	May 1, 2023	April 30, 2029		$ 1,842,755
Contract Type: Time and Expense						
Subconsultants:						
Aj Design						
Become Intertwined						
Hill International, Inc.						
The Sierra Group						
Translating Services, Inc. dba Lazar Translating & Interpreting						
	C-2-3025	Public Outreach Consultant Services for Interstate 605/Katella Avenue Interchange Project.	August 29, 2023	July 31, 2026		$ 399,887
Contract Type: Time and Expense						
Subconsultants:						
Aj Design						
Become Intertwined						
Translating Services, Inc. dba Lazar Translating & Interpreting						
The Sierra Group						
	C-4-2203	Marketing Outreach Support Services	October 31, 2024	October 31, 2026		$ 120,000
Contract Type: Time and Expense						
Subconsultants:						
None						
				Total		**$ 4,487,632**
Arellano Associates	C-2-3053	On-Call Planning Studies Public Outreach Consultant Services	June 1, 2023	April 30, 2026		$ 300,000
Contract Type: Time and Expense						
Subconsultants:						
Arrowgtp						
	C-3-2817	Public Outreach Professional Services for South Coast Rail Infrastructure Feasibility Study	October 30, 2023	October 31, 2025		$ 253,750
Contract Type: Time and Expense						
Subconsultants:						
None						

CONTRACT HISTORY FOR THE PAST TWO YEARS

Request for Proposals 250435 Public Outreach Services for the State Route 55 Improvement Project between Interstate 5 and State Route 91

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
	C-4-2076	On-Call Planning Studies Public Outreach Consultant Services	August 6, 2024	May 31, 2027		$ 700,000
Contract Type: Time and Expense						
Subconsultants:						
Arrowgtp						
Etc Institute						
	C-4-2295	2026 Long-RangeTransportation Plan Public Outreach Consultant Services	December 10, 2024	October 31, 2027		$ 350,000
Contract Type: Time and Expense						
Subconsultants:						
Arrowgtp						
	C250102	Public Communications and Community Outreach Support for Rail Capital Projects	December 1, 2025	June 30, 2026		$ 99,561
Contract Type: Time and Expense						
Subconsultants:						
None						
	C250187	Public Outreach Consultant Services for Rail Capital Projects	July 6, 2026	July 31, 2030		$ 800,610
Contract Type: Time and Expense						
Subconsultants:						
The Walking Man, Inc						
Diana Orozco & Associates						
	C-4-2520	Outreach Consultant Services to Assess the Level of Public Support for the Measure M2 Ordinance and Investment Plan	March 11, 2025	December 31, 2026		$ 213,334
Contract Type: Time and Expense						
Subconsultants:						
FM3 Research						
Arrowgpt						
				Total		**$ 2,717,255**