



**May 4, 2026**

**To:** Regional Transportation Planning Committee

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

**Subject:** Consultant Selection for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

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

**Overview**

On December 8, 2025, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91. Board of Directors' approval is requested for the selection of a firm to perform the required services.

**Recommendations**

- A. Approve the selection of AECOM Technical Services, Inc. as the firm to provide construction management support 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. C250112 between the Orange County Transportation Authority and AECOM Technical Services, Inc. to provide construction management support 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 (Project). 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.

The Project will construct improvements in each direction between I-5 and State Route 22 (SR-22) and provide 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 1,300 feet to the south, adjacent to the existing SB SR-55 Lincoln Avenue hook on-ramp from Tustin Avenue.

Additionally, the Project provides standard curb ramps and sidewalks along the adjacent impacted arterials within the project improvement areas that improve active transportation options and provide continuity for pedestrians. Final design for the Project is nearing completion.

Cooperative Agreement No. C-5-4264 between Caltrans and OCTA outlines the responsibilities of both agencies for the Project and was approved by the Board on October 6, 2025. As specified in the cooperative agreement, Caltrans will be the implementing agency responsible for advertising, award, and administration of the construction contract. Caltrans will also provide the resident engineer, structures representatives, construction administrative support, and environmental services, along with a limited number of field personnel. OCTA will retain a construction management (CM) consultant firm to supplement Caltrans staff with construction inspection, office engineering, scheduling, claims support, and materials testing services. OCTA's CM consultant will also provide a field office to house construction staff working on the Project. Through a separate contract, OCTA will lead the public outreach efforts for the Project.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offers. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On December 8, 2025, the Board authorized the release of Request for Proposals (RFP) 250112 which was electronically issued on OCTA's e-procurement system, OpenGov. The RFP was advertised in a newspaper of general circulation on December 8 and December 15, 2025. A pre-proposal conference was held on December 16, 2025, with 23 attendees representing 13 firms. Four addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and address administrative issues related to the RFP.

On January 28, 2026, five proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management and Capital Project Delivery departments, as well as external representatives from Caltrans and the City of Orange, met to review all submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

Several factors were considered in developing the evaluation criteria weightings. The firm's qualifications and experience in performing relevant work of similar scope, size, and complexity are important to the success of the Project. Staff assigned a high level of importance to staffing and project organization, as the qualifications of the project manager (PM) and other key task leaders are critical to understanding the project requirements and to the timely delivery and successful performance of the work. An equal level of importance was also assigned to the work plan, as the technical approach is critical to the successful performance and timely delivery of the Project.

The evaluation committee reviewed the five proposals received based on the evaluation criteria and found two firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firms and Location

AECOM Technical Services, Inc. (AECOM)  
Headquarters: Los Angeles, California  
Project Office: Orange, California

Harris & Associates, Inc. (Harris)  
Headquarters: Concord, California  
Project Office: Irvine, California

On March 17, 2026, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each firm to highlight its staffing plan, work plan, and perceived project challenges. The firms were asked questions regarding their approach to the requirements of the scope of work (SOW), management of the Project and risks, coordination with various agencies and adjacent and overlapping projects, experience with similar projects, staffing, and solutions for achieving the project goals.

The following is a summary of the proposal evaluation results.

#### Qualifications of the Firm

The two short-listed firms are well established with recent and relevant experience and are qualified to perform CM support services for the Project. Positive references were received for both firms.

AECOM was founded in 1927 and has over 48,500 employees worldwide, with 1,298 employees in five locations in Southern California. The firm has over 160 employees for CM services in California. The firm demonstrated expertise in providing full CM support services, including inspections for freeway and roadway improvements, retaining walls and bridge construction in constrained environments and extensive utility relocations, as well as quality, schedule, and budget control. The firm has successfully delivered multiple projects for both OCTA and Caltrans over the past 20 years with recent experience that includes similar CM services for the SR-55 Improvement Project between Interstate 405 (I-405) and I-5 (SR-55 South) and providing inspection services via on-call contracts with Caltrans District 12 (D12) and Caltrans District 7.

The firm proposed utilizing four subconsultants. Three of the proposed subconsultants have experience working with AECOM on numerous projects, and personnel from the remaining proposed subconsultant bring prior experience working with AECOM. Together, the proposed subconsultants will support AECOM in the areas of roadway improvements, structure work, electrical inspection, and field materials testing services.

Harris was founded in 1974 and has 297 employees, with 138 employees in three locations in Southern California. The firm demonstrated relevant experience in providing CM support services, including inspections for freeway and roadway improvements, and bridge and structure work on OCTA's I-405 Improvement Project and West County Connectors Project. The team demonstrated experience working together on projects of similar size and scope with some of the subconsultants, however, lacked working experience with the major subconsultant proposed to provide structures inspection.

### Staffing and Project Organization

Both short-listed firms proposed a qualified and experienced team of key personnel and subconsultants with relevant CM experience in freeway and bridge improvements, roadway and structures inspection, as well as working with Caltrans.

AECOM proposed a well-qualified project team with each key personnel demonstrating relevant and comprehensive CM experience with freeway, specialty wall and bridge construction in constrained environments, and extensive coordination with stakeholders, cities, and overlapping and adjacent projects. The team demonstrated experience in roadway and structures inspections, utility relocations, bridge and specialty wall construction, complex traffic management plans, staging with multiple projects within the same corridor and neighboring projects, office engineering and schedule management, and extensive experience working with Caltrans. AECOM presented several cross-trained personnel in roadway inspection, structures inspection, and claims support. Having cross-trained personnel provides efficiencies for OCTA by quickly mobilizing personnel who can bring different perspectives to the work based on the team's varied experiences. Many of the team members have had significant roles on the SR-55 South Project, which is a five-mile corridor south of the Project that is currently in the final stages of construction. Additionally, the key personnel proposed have longevity with the firm and subconsultants.

The proposed PM has 31 years of project management and CM experience on similar freeway and bridge construction projects and has performed the PM role for OCTA and Caltrans projects. The proposed principal assistant/resident engineer (PA/RE) demonstrated relevant experience through 32 years of leading multi-disciplined CM teams, applied advanced design and tracking processes, and built strong partnerships with public agencies and local municipalities. The proposed PA/RE has extensive experience representing Caltrans and OCTA, overseeing personnel, field activities, safety, quality, schedules, and budget, while safeguarding safety of the field personnel and public. AECOM's proposed lead structures inspector has 31 years of experience on complex transportation and structural projects, including new bridge construction, bridge widenings, precast bridges, shoring systems, deep foundations, earth retaining structures, demolition, ramps, and associated highway improvements.

Harris proposed a qualified project team with each key personnel demonstrating relevant CM experience. The team's expertise includes a range of relevant CM services, including roadway inspection, structures inspection, and office engineering support, among other relevant expertise.

Harris' proposed PM has over 40 years of experience, including on OCTA and Caltrans projects. Harris' proposed PA/RE has nearly 30 years of CM experience with Caltrans D12 freeway projects, resident engineering, inspection and structures representative services in corridor widening, ramp improvements, bridge and retaining wall construction, drainage upgrades, and complex utility relocations. The firm's proposed lead structures inspector has 24 years of experience in civil infrastructure comprised of construction management of highway, bridge, railroad, and transit facility projects.

### Work Plan

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

AECOM presented a comprehensive and project-specific work plan. The work plan included a thorough discussion regarding project understanding, issues and challenges with realistic recommendations, and proposed solutions demonstrating the firm's knowledge and experience. The team identified the project risks and challenges, and demonstrated methodical, detailed, and well-thought-out approaches to address those risks with lessons learned from recent relevant projects in its proposal and during the interview. Approaches and solutions to challenges included management of traffic of SR-55 and local streets during construction of the new Lincoln Avenue off-ramp bridge and retaining walls, and shifting the centerline between Fourth Street and 17th Street, while coordinating closures and conflicts with adjacent projects and Caltrans' Multi-Asset Project components within the project limits; management of bridge construction of the Lincoln Avenue off-ramp bridge and special design retaining walls in a constrained environment; quality assurance of large diameter underground foundation installation; environmental monitoring, including bird nesting, tracking environmental and permit compliance, and other temporary construction easements to minimize impacts to property owners and neighboring residents; coordination of utility relocations in a constrained environment; and proven proactive documentation and a thoughtful schedule highlighting critical constraints for claims prevention.

The AECOM team presented an interview demonstrating comprehensive knowledge of its proposed approach to the SOW, a clear delineation of the team's roles and responsibilities, and the process and strategy to resolve any potential challenges while keeping the Project on schedule. The team provided a thorough presentation and responses to all interview questions, which further demonstrated the firm's experience and in-depth understanding of the SOW requirements, objectives, and risks associated with the Project.

Harris presented an organized work plan with a broad approach to identified risks and responsiveness to requirements identified in the SOW. The team demonstrated an understanding of the overall project issues and challenges. The work plan identified challenges and proposed solutions for construction staging, coordination with other projects, impacts on local streets, management of traffic and closures, utility relocations, and bridge construction and construction of walls in constrained areas. The sequential outline of activities showed the personnel responsible by key tasks.

The Harris team presented an interview demonstrating knowledge of its proposed project approach to the SOW and potential challenges. The team addressed most aspects of the interview questions with project-specific responses.

#### Procurement Summary

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends AECOM as the top-ranked firm to provide CM support services for the Project. AECOM ranked the highest among the proposing firms because it submitted a comprehensive proposal that was responsive to the requirements of the RFP, proposed a highly qualified and experienced team of key personnel, presented a work plan demonstrating a complete understanding of project challenges, and presented a cohesive interview with focused responses to the interview questions, highlighting the firm's experience, qualified personnel, and detailed work plan with potential savings solutions.

#### Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2025-26 Budget and subsequent fiscal year budgets, Capital Programs Division, Account No. 0017-9085-FF102-0X0, and will be funded with local M2 funds.

#### **Summary**

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C250112 with AECOM Technical Services, Inc. as the firm to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

***Attachments***

- A. Review of Proposals, RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91
- C. Contract History for the Past Two Years, RFP 250112 - Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

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