



ITEM ID: 2025-305-0

TRANSMITTAL DATE: November 7, 2025

MEETING DATE: November 14, 2025

TO: Board of Directors

FROM: Justin Fornelli, Chief, Program Delivery

SUBJECT: Amend Cooperative Funding Agreement No. C-0-2540, for the San Juan Creek Bridge Replacement Project with OCTA

Issue

Replacement of the San Juan Creek Bridge in south Orange County is required as the existing bridge has reached the end of its useful life. The new bridge will include increased structural capacity to withstand current and future load demands.

Recommendation

It is recommended that the Committee recommend the Board delegate authority to the Chief Executive Officer to:

1. Negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2540 between the Authority and the Orange County Transportation Authority (OCTA) in the amount of \$3,954,039 for additional construction support services for the San Juan Creek Bridge Replacement Project. This will increase the cumulative obligation of the cooperative agreement to a total value \$63,435,942; and
2. Amend the Authority's FY 2025-26 Budget by \$3,954,039 to accommodate the additional funding allocated by OCTA, subject to any required member agency approval, if necessary.

Strategic Commitment

This report aligned with the Strategic Business Plan commitments of:

- **Safety is Foundational:** SCRRRA will ensure a safe operating environment by replacing the existing San Juan Creek Bridge built in 1917, with a new bridge that will continue serving the LOSSAN corridor.

- **Advancing Key Regional Goals:** Construction of a new San Juan Creek Bridge is a critical State of Good Repair project that will serve Orange County and the LOSSAN Corridor, the bridge will also serve Amtrak and freight trains for the next 100 years.

Background

The Authority, in cooperation with OCTA, is constructing a new bridge on the LOSSAN corridor to replace the existing San Juan Creek Bridge in the City of San Juan Capistrano. The LOSSAN rail corridor serves Metrolink's Orange County and Inland Empire - Orange County lines, Amtrak intercity trains, and BNSF Railway freight trains and is identified as the second most heavily traveled intercity passenger rail corridor in the nation. The project is replacing the existing bridge, which was constructed in 1917, which has surpassed its life expectancy, and the existing bridge's load capacity is below the expected future railroad loading demands.

Design for the new bridge was completed in 2020 and includes the full replacement of the existing bridge with a new three span, 347-foot thru-plate girder bridge to the west of the existing bridge. The project also includes a new 38-foot steel girder bridge over the existing Vereda Bikeway.

Cooperative agreement No. C-0-2540 between OCTA and the Authority was originally executed in April 14, 2020, specifying the that the Authority would lead the delivery of this Project and that OCTA would provide the funding and other support services for the Project. Amendment No. 1 to this Coop was executed on February 14, 2024, which updated the project costs associated with construction escalation. This item recommends a second amendment to the Coop Agreement.

Discussion

The Authority issued Notice to Proceed (NTP) to Flatiron West, Inc. on March 4, 2024. The project is currently in its second year of its 3-year construction duration. The majority of the new bridge has been built, and the Authority is planning to cutover service onto the new bridge by the end of October 2025.

After design was completed and once the contractor began coordination work to obtain the necessary permits to begin construction, an issue with the Orange County Flood Control District (OCFCD) was discovered. OCFCD's approval of required permits was made contingent upon the modification of the original planned sheet pile wall alignment, which OCFCD required to be realigned to a new alignment. Over the course of several coordination meetings with OCFCD, the Authority and OCTA agreed to make the requested changes. The changes resulted in an increase to the original sheet pile wall quantities and has also added costs for support staff for the project, including construction management personnel, railroad flagging, and designer consultants.

The Authority has been coordinating these added costs with OCTA and tracking them closely, and in order to prevent our support staff from running out of funds on the project a Cooperative Agreement Amendment No. 2 is required.

Budget Impact

As a result of amending the Cooperative Agreement with OCTA we are requesting an increase to the FY 2025-26 Capital Budget.

Next Steps

Upon Board Approval, the Cooperative Agreement will be amended, the FY 2025-26 Capital Budget will be amended to increase the San Juan Creek Bridge project by \$3,954,039.

Prepared by: Aaron Azevedo, Director, State of Good Repair

Approved by: Justin Fornelli, Chief, Program Delivery

Attachment(s)

[Presentation - Cooperative Agreement C-0-2540 San Juan Creek Bridge](#)