



April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Amended and Restated Cooperative Agreement with the City of Santa Ana for the Santa Ana Regional Transportation Center and the OC Streetcar

Overview

A cooperative agreement was executed in 1994 with the City of Santa Ana for the design, construction, maintenance, and security improvements for the Santa Ana Regional Transportation Center commuter/intercity rail station. An amended and restated cooperative agreement is necessary to incorporate provisions for changes that have been made to the commuter/intercity rail station since the original agreement was executed, and to include provisions for the incorporation of the OC Streetcar.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority and the City of Santa Ana, for the operations and maintenance of the commuter/intercity rail station and the OC Streetcar facilities at the Santa Ana Regional Transportation Center.

Discussion

In 1994, the Orange County Transportation Authority (OCTA) executed Cooperative Agreement No. C-94-859 (Agreement) with the City of Santa Ana (City) for the design, construction, maintenance, and security improvements for the Santa Ana Regional Transportation Center (SARTC) commuter/intercity rail station. Since the cooperative agreement was executed, additional improvements have been made to the SARTC commuter/intercity rail station, including, but not limited to, a parking structure, pedestrian bridge, and an additional station platform.

With the identification of SARTC as the terminus station of the OC Streetcar project (Project), which provides an important connection between Metrolink and Amtrak services and the cities of Santa Ana and Garden Grove, a series of improvements are required to accommodate the Project. These improvements

include tracks, a station platform, ticket vending machines, lighting, and the overhead contact system. The improvements will also include a traction power substation at SARTC that was originally proposed at West Garfield Street and Santa Ana Boulevard.

Given the above modifications that have occurred since the agreement execution, an amended and restated Agreement is appropriate to:

- Restate the provisions for the maintenance and security of the SARTC commuter/intercity rail station as it relates to service, including the improvements made since the execution of the original agreement.
- Set forth additional provisions for the use of SARTC for the design, construction, operations, and maintenance (O&M) of the Project.

Amending and restating the Agreement addresses all O&M responsibilities for the SARTC commuter/intercity rail station and the Project's elements at SARTC.

Consensus has been reached between OCTA and the City on the specific terms and conditions of the amended and restated Agreement, and the following provides a summary of the key provisions:

- OCTA is responsible for the O&M of specific commuter rail/intercity rail facilities including, but not limited to, the tracks, signage, ticket vending machines, and other facilities.
- OCTA is responsible for the O&M of all the Project's facilities, including tracks, a station platform, an overhead contact system, bumping posts, a traction power substation, and other streetcar supporting infrastructure within proposed easement areas yet to be negotiated.
- The City is responsible for the O&M of all other facilities at SARTC not specifically defined as an OCTA responsibility.
- The City and all third parties must secure a permit from OCTA when working within controlled work access limits around the streetcar facilities, generally ten feet from the overhead contact system (poles, span wires, and contact wire) and within four feet of any rail.
- The City and all third parties must secure a permit from the Southern California Regional Rail Authority when working within the OCTA right-of-way (ROW).

The proposed amended and restated Agreement identifies the location of one of the Project's traction power substations (TPSS) on the SARTC property. While the location of the TPSS on SARTC property was a decision reached by OCTA and the City for operational efficiencies during the 60 percent design, it was not included in the environmental impact report (EIR) approved by the City in January 2015. As a result, documentation of environmental re-evaluation for the

change is required. Pursuant to the California Environmental Quality Act (CEQA), an addendum is the appropriate documentation if a project requires changes or additions to a previously approved EIR that are minor in nature. CEQA requires the OCTA Board of Directors (Board) to consider information provided in the addendum prior to taking an action to amend and restate the Agreement.

In addition to the revised location of the TPSS, there were a few other minor physical design and operations modifications that were made to the Project during 60 percent design. Staff conducted additional analyses to determine if the minor design modifications result in any new environmental effects or increase the impact of the previously identified significant effects. EIR Addendum No. 2, prepared in February 2017, included environmental analyses related to noise and vibration, cultural and historic, visual impact, and traffic (Attachment B). Similar to the conclusions of the EIR addendum at completion of 30 percent design in July 2016, EIR Addendum No. 2 concluded that there were no new significant environmental effects that were not previously analyzed as part of the approved EIR. A summary of design modifications that were analyzed in the EIR addendum are listed below:

- Shifted track alignment to the center of the former Pacific Electric ROW (PE ROW) to avoid noise and vibration impacts to adjacent residential properties;
- Expanded project footprint to include minor street and sidewalk improvements, resulting in an expansion of the Project Area of Potential Effects for Cultural and Historic Resources environmental analysis;
- Modified train operating speed (45 to 44 miles per hour) in the PE ROW;
- Implementation of additional traffic signal priority along the Project route at the Main Street, Broadway, and Bristol Street intersections; and
- Revised location of TPSS No. 4 to the north side of the parking structure at SARTC, formerly proposed at the northeast corner of Santa Ana Boulevard/North Garfield Avenue.

Next Steps

Pending Board approval, the draft restated and amended Agreement and EIR Addendum No. 2 will be advanced to the Santa Ana City Council for review and approval. Additionally, OCTA will be securing easements from the City for the OC Streetcar infrastructure and facilities on the SARTC property.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority

and the City of Santa Ana, for the operations and maintenance of the Santa Ana Regional Transportation Center commuter/intercity rail station and the OC Streetcar project.

Attachments

- A. City of Santa Ana Cooperative Agreement No. C-94-859 Fact Sheet
- B. Addendum No. 2 to the Environmental Impact Report for the Santa Ana/Garden Grove Fixed Guideway Project Orange County, California

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