



**June 8, 2017**

**To:** Transit Committee

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

**Subject:** Anaheim Canyon Metrolink Station Improvement Project Update

### **Overview**

The Orange County Transportation Authority, in coordination with the City of Anaheim and Southern California Regional Rail Authority, completed a project definition report for the Anaheim Canyon Metrolink Station Improvement project. The report provides an update on the progress and current status of the project.

### **Recommendation**

Receive and file as an information item.

### **Background**

The Anaheim Canyon Metrolink station (Station) is located between La Palma Avenue and State Route 91 on the Southern California Passenger and Freight Rail network, Olive Subdivision, which is owned by the Orange County Transportation Authority (OCTA). The Station is served by the Metrolink Inland Empire – Orange County Line. Currently, there is a single track and single platform serving the Station. The Anaheim Canyon Metrolink Station Improvement project (Project) will add a second track and platform to allow more than one train to serve the Station and/or pass through the Station area at a time. This will improve the on-time performance, efficiency, and safety of the train operations on the rail corridor. The addition of the second track will affect two at-grade crossings at Tustin Avenue and La Palma Avenue, which will require the relocation of existing railroad safety equipment at these locations.

### **Discussion**

Cooperative agreements with the City of Anaheim (City) and the Southern California Regional Rail Authority (SCRRA) were approved by the Board of Directors (Board) to define roles, responsibilities, and funding for the Project. OCTA will be the lead on all phases of the Project, including

environmental, design/engineering, right-of-way (ROW), construction, and construction management, and will provide all the funding for the Project. SCRRA will design the rail communication systems, including signals and Positive Train Control (PTC), and provide reviews and design support during construction. Upon completion of the Project, the City will own and maintain the non-operational components of the Station, while SCRRA will maintain the operational components of the improvements, including the ticket vending machines, electronic signage, inner track fence, and platform tactile strips.

Environmental services and preliminary engineering have been completed for the Project, and a project schematic based on 30 percent design is provided in Attachment A. California Environmental Quality Act clearance of the Project was obtained on January 12, 2017, and National Environmental Policy Act clearance from the Federal Transit Administration is expected in June 2017.

The Project budget is \$20,544,000, comprised of federal and local sources shown in the table below.

<b>ANAHEIM CANYON FUNDING PLAN (000'S)</b>				
<b>PHASE</b>	<b>Congestion Mitigation and Air Quality Improvement</b>	<b>Federal Transit Administration Section 5337</b>	<b>Commuter Urban Rail Endowment fund</b>	<b>TOTAL</b>
Design	\$ 2,250			\$2,250
ROW		\$ 2,001		\$2,001
Construction	\$15,800			\$15,800
Project Management			\$493	\$493
<b>TOTAL</b>	<b>\$18,050</b>	<b>\$ 2,001</b>	<b>\$493</b>	<b>\$20,544</b>

The updated 30 percent engineer's estimate indicates the total Project cost to be \$27,906,000, an increase of \$7,362,000. The original Project cost estimate, developed as part of the 2015 Project Definition report, did not include the following:

- Work necessary to support PTC
- Increased costs for signal, communication, and SCRRA flagging
- Closing or relocation of two private driveways
- Inclusion of a bus stop to enhance connections between rail service and bus routes along La Palma Avenue
- A new bike lane which will improve connectivity with rail service
- Increased cost in footing construction based on a spread footing design
- Escalation in cost attributed to overall construction cost increases the industry is recognizing

The following table summarizes the approximate additional costs.

<b>ITEM</b>	<b>ADDITIONAL AMOUNT (000'S)</b>
PTC	\$2,300
Signal, communication, and flagging	\$2,200
ROW costs for driveways	\$2,000
Bus stop	\$70
Bike lane	\$60
Footing construction	\$500
Other increases	\$232
<b>Total</b>	<b>\$7,362</b>

#### **Next Steps**

Staff is currently preparing an item to return to the Board in July 2017 to program \$7.362 million in additional funds for the Project.

Consultant selection for final design is scheduled to be presented to the Board on August 14, 2017. It is anticipated that the final design will be completed in September 2018, with construction anticipated to begin in February 2019 and completed in September 2020.

#### **Summary**

A summary of key Anaheim Canyon Metrolink Station Improvement project activities, including project cost increase, is provided for Board of Directors' review.

#### **Attachment**

A. Project Schematic 30 Percent Design

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