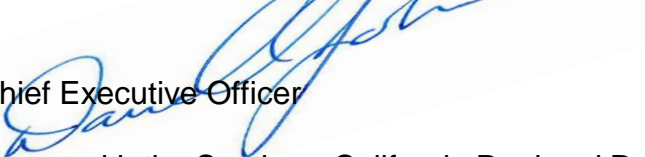




January 12, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Cooperative Agreement with the Southern California Regional Rail Authority for the Laguna Niguel to San Juan Capistrano Passing Siding Project

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority to define roles and responsibilities and funding for the installation of rail signals, communications, and wayside positive train control systems in conjunction with the Laguna Niguel to San Juan Capistrano Passing Siding project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1615 between the Orange County Transportation Authority and Southern California Regional Rail Authority, in the amount of \$5,507,000, for the construction of rail signals, communications, and wayside positive train control installations and modifications for the Laguna Niguel to San Juan Capistrano Passing Siding project.

Discussion

The Orange County Transportation Authority (OCTA) and the Southern California Regional Rail Authority (Metrolink) are coordinating efforts to advance the Laguna Niguel to San Juan Capistrano Passing Siding project (Project) that includes the addition of approximately 1.8 miles of new passing siding railroad track adjacent to the existing main track between milepost (MP) 193.9 and MP 195.7. The preliminary engineering was completed in January 2013, and the environmental documents were prepared and approved in compliance with the California Environmental Quality Act and with the National Environmental Policy Act in February 2014 and March 2014, respectively. Currently, the Project final design is 90 percent complete, with anticipated design completion by spring 2017.

The Los Angeles – San Diego – San Luis Obispo rail corridor serves Metrolink commuter trains, Amtrak intercity trains, and BNSF Railway and Union Pacific freight trains, and is identified as the second most heavily traveled intercity passenger rail corridor in the nation. OCTA owns the Orange Subdivision rail right-of-way (ROW) between the San Diego County Line and Fullerton Junction. Metrolink, serving as the railroad operator on OCTA rail ROW, approves and maintains the track, signal, and communications infrastructure. The segment of ROW rail north of the Project is a double-track main-line. A transition to single-track occurs just south of the Laguna Niguel/Mission Viejo (LN/MV) Metrolink Station, and the single-track continues for most of the remaining distance to the San Diego County Line. The Project would reduce existing train congestion at the LN/MV Metrolink Station, thereby providing more reliable rail operations. The Project would not affect the number or frequency of trains operating along the rail line. The Project location and limits are shown on Attachment A.

The Project requires a cooperative agreement between OCTA and Metrolink to define roles and responsibilities for rail signals, communications, and wayside positive train control (PTC) installations, modifications, project management, and construction support associated with this work. OCTA will lead the construction of civil and track improvements. The construction of the passing track will require both new and extensive modification and upgrading of the existing signals, communications, and wayside PTC facilities to allow safe operation of trains through the area. Metrolink will lead this construction effort.

Metrolink will utilize its federally-compliant on-call contractors to perform the work. Metrolink has the expertise and is well suited to construct the upgrades and modifications, including testing and acceptance of new and modified mission critical signal and communication systems. Additionally, Metrolink will manage the Project, and its contractor and coordinate with OCTA's construction management team during civil and track construction to minimize rail service disruptions. OCTA will provide project management oversight and fund the project quarterly, in advance, based on cash flow projections.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2016-17 Budget, Capital Programs Division, accounts 0093-9084-C5051-TZ2 and 0093-7831-C5051-TZ2, and is funded with federal and state funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1615 between the Orange County Transportation Authority and Southern California Regional Rail Authority, in the amount of \$5,507,000, for the construction of rail signals, communications, and wayside positive train control installations and modifications for the Laguna Niguel to San Juan Capistrano Passing Siding project.

Attachment

A. Project Location Map

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