



**July 11, 2019**

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** OC Streetcar Project Quarterly Update

*[Handwritten signature: J. Kenneth Rugg for]*

### **Overview**

The Orange County Transportation Authority is currently implementing the OC Streetcar project. Project updates are provided to the Board of Directors on a quarterly basis. This report provides a project update for the fourth quarter of fiscal year 2018-19 (April-June).

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar running between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Boulevard intersection in the City of Garden Grove. The OC Streetcar project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-route-mile (8.3-track-mile) OC Streetcar line involves complex and specialized work, including the installation of embedded track in streets, overhead catenary system to supply power to the vehicles, stops with canopies, bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting, changeable message signs, video cameras, a public address system, and ticket vending

machines which will be procured separately. Platforms will be 14 inches high to enable level boarding. Also included are the installations of new traffic signals and transit signal priority at intersections.

The MSF can accommodate up to 15 modern streetcar vehicles and includes Project administration, operations, vehicle maintenance, parts storage, and maintenance-of-way. Secured exterior vehicle storage, including a wye-track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access will also be included.

On March 26, 2018, the OCTA Board of Directors (Board) awarded a contract to Siemens Mobility, Inc. (Siemens) for the manufacture and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the OCTA Board awarded the Project construction contract to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), which was a significant milestone as it secured \$149 million in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was awarded through the FTA Transit Award Management System, which was the final step necessary to begin the drawdown of federal funding. As of the reporting quarter, \$9.89 million dollars has been drawn down on the FFGA.

### ***Discussion***

The following is a status of ongoing OC Streetcar activities.

#### **Right-of-Way Acquisition**

Possession of all property rights required to construct the Project was completed on March 4, 2019.

#### **Utility Relocation**

There are numerous overhead and underground utilities that require relocation to accommodate the Project. Wet utilities (sewer, water, and storm drains) are being relocated by Walsh as part of the construction contract. There are eight private utility companies with relocations underway. Final relocation of the private utilities is expected to be completed by September 2019, with the exception of final AT&T relocations which will take place after the sewer work is complete. OCTA closely coordinates with the utility companies to monitor progress and minimize conflicts with the construction contractor.

### Permits

The remaining permits needed from Army Corps of Engineers and the Orange County Flood Control District (OCFCD) for the construction of the Project bridge across the Santa Ana River were obtained in April 2019.

### Construction Activities

The Notice to Proceed with Construction was issued to Walsh on March 4, 2019. Construction activities have commenced on the western half of the alignment, with the focus on preparations for construction of the Santa Ana River and Westminster Avenue bridges, the MSF, storm drain relocations, and sewer and water systems within the City of Santa Ana streets.

Work is currently focused on installing foundations for the new 350-foot long bridge across the Santa Ana River. Completion of foundations, bridge piers, and abutments (the approaches at either side of the river) is anticipated by October 1, 2019, to comply with requirements to be out of the river channel before the beginning of the next rainy season. Once the foundation work is complete for the Santa Ana River Bridge, crews will complete similar work for the bridge over Westminster Avenue. Drainage systems are also being installed in preparation for the installation of ballasted track in the Pacific Electric Right-of-Way (PE ROW).

Construction of the MSF is critical to the Project schedule as the MSF is needed to accept delivery and conduct final assembly and acceptance testing for the eight vehicles being manufactured by Siemens in Sacramento. The foundations and other items left behind by the former property owner have been removed. Under separate report, staff is seeking Board approval for a construction change order for the removal and disposal of contaminated materials at the MSF property. Grading for the building foundation was completed, and Walsh is currently working on installing utility duct work for the plumbing, drainage, and electrical systems.

Sewer relocations are progressing on Santa Ana Boulevard from Raitt to Bristol Streets, and preparations are being made for sewer rehabilitation work on 4th Street. Water line and storm drain relocations for all of the street-running portions of the Project are also underway. All of the utility relocation work is necessary before track installation can begin towards the end of this year.

### Vehicle Manufacturing and Delivery

Preliminary design review is near completion and will transition into final design review beginning in July 2019. Major elements of the vehicle, representing over

34 technical submittals, including the carbody, doors, cab layout, exterior/interior design, propulsion, auxiliary power, energy absorbing bumpers, and related manuals have been evaluated with Siemens consistent with the technical specifications. During final design review, comments and revisions will be incorporated into a final design review package for OCTA's final review and approval prior to the start of production. The production of the first car shell is anticipated to be complete in December 2019.

Coordination continued between OCTA, Siemens, and Walsh in the development of the Wheel to Rail Interface Plan that details the integration of the vehicle with the infrastructure, including the tracks, platforms, MSF, and wayside equipment and systems. Under separate report, staff is seeking Board approval for integration and engineering services of OCTA's Intelligent Transportation Management System (ITMS) with the streetcar vehicles.

Other key Project updates include:

- Responded to questions on the operations and maintenance (O&M) request for proposals. Proposals are due July 24, 2019.
- Ongoing coordination with FTA, the City of Santa Ana, City of Garden Grove, Orange County Fire Authority, OCFCD, and OC Parks.

#### Public Outreach

Outreach activities continue to focus on keeping the community and project stakeholders aware of ongoing construction activities along the alignment with emails and social media updates. The Stakeholder Working Group (SWG) reconvened, and two community open house meetings were held in June 2019. Outreach staff also participated in several existing community events.

The biweekly Construction News email looks ahead to general activities along the alignment, as well as segment-by-segment details. In addition to the email to the project database, individual notifications are provided with a door hanger describing the activity in more detail in multiple languages. The emails are available on the project website, and social media channels are used to broaden its availability and awareness.

On June 19, 2019, the SWG met and staff provided updates on the construction activities, vehicle manufacturing, upcoming procurement for O&M services, and the material developed for the community open houses. A broad cross section of stakeholders participated, including community neighborhood and business association representatives, the City of Santa Ana and Santa Ana Unified School district staff members, and others. This is a very engaged group which assists

OCTA by sharing information through its communication channels and providing feedback on our activities in the community.

Two community open houses were held in June 2019. The first one was at the Santa Ana Corporate Yard facility on Saturday, June 22, 2019. The second was at the Santa Ana Senior Center on the evening of Monday, June 24, 2019. The meeting notification invited the recipients to the open houses and included an overview of the construction sequencing information. The notice was distributed to all properties within 500 feet of the alignment. At the meeting, 30 exhibit boards presented project background and benefits information, renderings of bridges and stop locations, as well as a new section explaining the sequence of construction and start-up activities. Videos highlighting a flyover of the alignment, a streetcar arriving at a station stop, and a frameup of the MSF were available to view.

### Cost and Contingency

The Project cost, as included in the FFGA, remains at \$407.7 million. This includes \$37.96 million in contingency. To date, \$513,633 in contingency has been expended for construction change orders. The contingency amount will be updated with the construction change order pending execution (estimated at \$160,000), additional construction change orders anticipated (estimated at \$225,000), as well as the execution of the award of the ITMS Agreement (with a not-to-exceed value of \$2,719,650) pending Board approval.

### Next Steps

Construction activities in the next quarter are scheduled to include: on-site utilities for the MSF and building foundations; completing the foundations, piers, and abutments for the Santa Ana River Bridge; foundations for the Westminster Avenue Bridge; preparation for ballasted track installation in the PE ROW; and completion of in-street utilities and the start of in-street embedded tracks. Next steps for vehicles include finalizing the design review and beginning production of the car shell. Upcoming outreach activities include coordination with the construction team and the City of Santa Ana regarding the sewer replacement along 4th Street and water line replacement in several segments.

Additionally, staff will be returning with an item to the Board that will update the programming of funds within OCTA's Capital Funding Plan to ensure consistency with prior Board approvals on the Project.

***Summary***

The fiscal year 2018-19 fourth quarter update on the OC Streetcar project is provided for the Orange County Transportation Authority Board of Directors' review.

***Attachment***

None.

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