



**October 14, 2021**

**To:** Transit Committee

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

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is placed to the right of the "From:" field.

**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, has begun the construction phase of the Anaheim Canyon Metrolink Station Improvement Project. This report provides an update on the 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 Olive Subdivision, which is owned by the Orange County Transportation Authority (OCTA). The Station is served by the Southern California Regional Rail Authority's (SCRRA) Metrolink Inland Empire – Orange County Line. Currently, there is only a single track and single platform serving the Station. The Anaheim Canyon Metrolink Station Improvement Project (Project) includes the addition of approximately 3,400 linear feet of secondary track and a second platform, an extension of the existing platform, improvements at two at-grade railroad crossings located on Tustin Street and La Palma Avenue, and the installation of shade structures, benches, and an additional ticket vending machine. These improvements will both accommodate future train service and enhance on-time performance and safety.

Cooperative agreements with both the City of Anaheim (City) and SCRRA were approved by the Board of Directors (Board) on August 25, 2014, to define roles, responsibilities, and funding for the Project. OCTA is the lead on all phases of the Project, including environmental, design/engineering, right-of-way (ROW), construction, and construction management, and is funding the Project. SCRRA designed the rail communication systems, including signals and Positive Train

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Control (PTC), and provides 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 additional ticket vending machine, electronic signage, inner track fence, and platform tactile strips.

The total Project budget is \$34,153,000, comprised of federal and local sources shown in the table below.

Funding Programs	PHASE	Funding Plan (in 000's)
Congestion Mitigation Air Quality (CMAQ)	Construction <sup>1</sup>	\$26,703 <sup>2</sup>
CMAQ	Env. Design	\$3,432
CMAQ	ROW Activities	\$250
Measure M2 (M2)	Design	\$1,000
M2	ROW	\$1,000
Revenue from Sale of Federal Assets (sale of Santa Ana Transit Terminal)	Construction <sup>1</sup>	\$1,275
Commuter Urban Rail Endowment Fund	Construction Management	\$493
<b>Total</b>		<b>\$34,153</b>

*1. Construction funding includes all soft costs associated with the construction phase.*

*2. \$10 million in CMAQ Funds allocated directly to SCRRA for signal / communication and PTC*

Plans, specifications, and cost estimates were completed, and an Invitation for Bids was released by the Board on October 27, 2020. On March 22, 2021, the Board awarded a construction contract to Stacy & Whitbeck, Inc., (SWI) in the amount of \$13,480,000. A Notice to Proceed was issued to SWI on May 10, 2021.

***Discussion***

Several activities are ongoing as work continues to advance on the Project. The following provides a more detailed status of the Project activities.

**Construction**

There will be several Absolute Work Window (AWW) periods for the Project, during which the rail line will be completely shut down over the weekend to ensure work can be performed safely. The first AWW for the Project occurred between August 20, 2021, and August 22, 2021. During this first AWW, the contractor installed crossing guard foundations, a 36-inch steel casing, new insulated joints, and poured footings for the extension of the existing platform.

The contractor is continuing with grading for the new track bed as well as foundation excavations for the new platform retaining walls. Street improvements have begun with demolition of the curb and gutter on La Palma Avenue to make way for a new bus stop.

Looking ahead, the remainder of fiscal year 2021-22 will remain busy related to construction of rail, platform, and street improvements.

There will be two more AWWs, one in May 2022 and the other in June 2022, for the installation of a retaining wall and rail crossing panels. There will also be complete closures of Tustin Avenue and La Palma Avenue in January 2022, with each being closed on separate weekends.

#### Utilities

Southern California Edison will be moving or replacing several power poles in the area of Tustin Avenue and La Palma Avenue. Although this work is behind schedule, the contractor is still able to work around this area and there is no anticipated impact to the Project's construction schedule.

#### Project Challenges

As with any project done on a rail line with active operations, this Project has certain challenges. With SCRRRA serving as the lead for some project tasks such as signal, communication, and PTC work, coordination between OCTA and SCRRRA is very important to ensure successful completion of the Project when it comes to interrelated tasks that are dependent on each other. Some of the challenges that have been encountered include:

- Oversight and approvals from the City and SCRRRA
- Impact of increased demand for construction material that meet Buy America requirements, impacting cost and availability
- Constraints of the site for construction and laydown area
- Efforts to minimize impacts and disruptions to the public
- Timely performance of third-party utility work
- Project schedule impacts and mitigations

#### Risks Remaining

The major risks remaining on the Project have to do with obtaining special track work components that meet the Buy America requirements, as well as construction sequencing of civil and signal work.

### Project Cost and Schedule

The overall Project cost is \$34,153,000, and has a milestone for completion in early 2023.

### Public Outreach

The outreach team is implementing a comprehensive campaign to inform and engage the local community. A webpage was developed to provide an overview of the Project as well as details about benefits, cost, and how to sign up for project updates.

At the start of construction, a postcard was distributed to more than 8,000 properties within two miles of the Project to notify residents and business owners about the Project and major activities. In August 2021, the team hosted a virtual community meeting to provide further details on major activities such as the installation of the new secondary track. These activities often require closures, and the outreach team coordinates with the contractor to ensure motorists, bicyclists, and pedestrians are notified.

Meanwhile, the team is actively engaging community members within a quarter mile of the Project to address questions and concerns, where feedback from the community is evaluated by the project team when planning road closures and other activities. In addition, OCTA has partnered closely with both the City and SCRRA for the Project, sharing project updates for distribution via websites, newsletters, and social media channels.

As the Project advances, full closures of La Palma Avenue and Tustin Avenue are anticipated, and the outreach team will continue engaging the community prior to these and all other major activities.

### **Summary**

Construction continues to advance. Currently, platform construction, street improvements, public outreach, and other activities are in process to continue the construction phase of the Project.

***Attachment***

A. Project Map

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