

## AGREEMENT BIBLIOGRAPHY

Agreement With:	Orange County Transportation Authority
Agreement Type:	Memorandum of Understanding No. C-5-3418 – OC Streetcar Project
Date Approved:	09 22 2015
Start Date:	09 22 2015
End Date:	06 30 2020
Contract Amount:	\$100,000
Comments	Public Works/Engineering
Insurance Expiration:	N/A
Date Archived:	<b>ARCHIVED 11/10/2015</b>

**MEMORANDUM OF UNDERSTANDING NO. C-5-3418**  
**ORANGE COUNTY TRANSPORTATION AUTHORITY**  
**AND CITY OF GARDEN GROVE**  
**FOR OC STREETCAR PROJECT**

This MEMORANDUM OF UNDERSTANDING ("MOU") is made this 22<sup>nd</sup> day of September, 2015 (the "Effective Date"), by and between the Orange County Transportation Authority ("OCTA"), a public corporation of the State of California and the City of GARDEN GROVE, a municipal corporation duly organized and existing under the laws of the State of California ("Garden Grove" or "City"). OCTA and Garden Grove may be collectively referred to as "Parties" and individually as "Party".

**SECTION 1 RECITALS**

WHEREAS, OCTA, in cooperation with the Federal Transit Administration and the City of Garden Grove, is proposing to design, construct, operate and maintain the OC Streetcar. The OC Streetcar refers to the Locally Preferred Alternative as identified by the Santa Ana City Council on August 5, 2014 and approved through the certification of the Environmental Impact Report by the Santa Ana City Council on January 20, 2015 ("Project"). A map of the alignment is included as EXHIBIT A.

WHEREAS, this MOU defines the understanding of the general terms, conditions and funding responsibilities between OCTA and the City for the design, right-of-way acquisition, construction and operations and maintenance of the Project.

WHEREAS, OCTA anticipates utilizing design-bid-build as the delivery method for the Project.

WHEREAS, the Parties intend to enter into a Design Agreement and Construction Agreement to establish the roles, responsibilities and expectations during the design, construction, start up and testing of the Project.

WHEREAS, the Parties intend to enter into a Public Way Use Agreement to establish the roles, responsibilities and expectations of the Streetcar System operating in the Garden Grove public way. The Federal Transit Administration requires a grantee to have a perpetual right to operate in the public way.

WHEREAS, the Parties intend to enter into an Operations and Maintenance Agreement to establish the roles, responsibilities and expectations of each Party for the operations and maintenance of the Streetcar System and adjacent streets.

WHEREAS, Parties agree to execute a Public Way Use Agreement prior to the commencement of construction activity for the Project and an Operations and Maintenance Agreement prior to entering Revenue Service.

WHEREAS, the OCTA Board of Directors approved this MOU on the 12th day of October, 2015.

WHEREAS, the City Council approved this MOU on the 22nd day of September, 2015.

## **SECTION 2 DEFINITIONS**

The following terms shall have the following meanings:

1. "Actual Project Cost" means the actual amount of funds expended to design and construct the Project. Estimated at approximately \$289 million in Year of Expenditure (YOE) - dollars and to be refined at the time of submittal of Project application to Federal Transit Administration. Actual Project Costs include environmental re-evaluation reviews and approvals, engineering design, right-of-way, utilities, rolling stock, systems, track, stations, support facilities, site work, demolition, site clearance/preparation, construction, construction design support, construction management, professional services and contingencies. Actual Project Costs do not include betterments.
2. "Betterment" means any work that is requested by Garden Grove or a third party that is not required to implement the Project as defined in this MOU, increases Project costs unnecessarily beyond the minimum standard established by OCTA. Betterments must i) not be prohibited by a governing state or federal standard ii) not adversely impact the operation of the Project and iii) not unreasonably delay or interfere with the Project Schedule.
3. "Construction Agreement" means the cooperative agreements between the Parties established to define the roles responsibilities and expectations during the construction, start up and testing of the Project.
4. "Construction Contractor and Construction Manager Contractor" means the firm(s) procured by OCTA to construct the project and the firm(s) to provide construction management services.
5. "Construction Documents" means all work products submitted to OCTA by the Design Consultant for the design of the Project or by the Construction Contractor/Construction Manager for the construction of the Project.
6. "Design Agreement" means the cooperative agreements between the Parties established to define the roles responsibilities and expectations during the design of the Project.
7. "Design Consultant" means the firm(s) procured by OCTA to perform preliminary and/or final design services.

8. "Fare Box Revenue" means all revenue generated through passenger fares collected through onboard fare boxes, online ticket sales, or through stop ticket vending machines or any retail outlet.
9. "Maintenance Expenses" includes the costs associated with, but not limited to, long-term maintenance of vehicles/facilities/systems/supporting infrastructure after the system has entered revenue service.
10. "Mitigation Monitoring and Reporting Program" means the program for the implementation of the mitigation measures adopted for the Project as identified by the City of Santa Ana in the Revised Environmental Assessment (REA)/Final Environmental Impact Report (FEIR) approved by the Santa Ana City Council on January 20, 2015.
11. "Operations and Maintenance Agreement" means the cooperative agreement between OCTA and Garden Grove establishing the roles, responsibilities, and expectations with respect to the operations and maintenance of the Streetcar System once the Streetcar System enters Revenue Service.
12. "Operating Expenses" includes the costs associated with, but not limited to, operations of vehicles/facilities/systems/supporting infrastructure, preventative maintenance of vehicles/facilities/systems/supporting infrastructure, ticketing and fare collection, marketing, administrations and support after the system has entered Revenue Service.
13. "Parties" means OCTA and the City of Garden Grove.
14. "Project" is defined as the Locally Preferred Alternative identified by the Santa Ana City Council on August 5, 2014 and approved through the certification of the Environmental Impact Report by the Santa Ana City Council on January 20, 2015 and entails the design, construction, start-up and testing of the Project. The Project becomes the "Streetcar System" upon the initiation of revenue service.
15. "Project Assets" mean all assets related to implementation of the Project, including, vehicles, track, roadway pavement encompassing track, bridges, roadway crossings, stations, maintenance facility, systems and supporting infrastructure.
16. "Public Way Use Agreement" means the cooperative agreement between OCTA and Garden Grove for the use of the public rights of way for the portions of the Streetcar System within the public rights of way.
17. "Revenue Service" means the streetcar is operational and providing service to the public as intended.

18. "Site Plan Review" is the process by which City agencies review development project submittals and identify the requirements and conditions of approval for a development project.
19. "Start Up and Testing" means the testing of the streetcar infrastructure by operations personnel in preparation for revenue service.
20. "Streetcar System" is the operating streetcar and all streetcar infrastructure including the track, the overhead contact system (wires, poles, conduits, and appurtenances), the traction power system (substations, conduits, controllers, and appurtenances), streetcar signage, stations or stops (lighting, shelters, and all stop features) and utilities supporting the streetcar system from point of service.
21. "Total Project Cost" means the Actual Project Cost plus the cost of Betterments.
22. "Work Plan" is defined as that document which the Parties agree is the scope of non-duplicative work and services performed by City staff to be funded by OCTA.

### SECTION 3 GENERAL

1. This MOU shall be effective upon approval of both Parties, and shall continue in full force and effect through final acceptance of the Project or June 30, 2020, whichever is later, unless superseded by subsequent agreements which will control in the event of conflicting language.
2. OCTA shall be responsible for the delivery of this Project including the design, right-of-way engineering, right-of-way acquisition and utility relocations, construction, start up, operations, procurements, management, and administration. If necessary, OCTA and the City shall cooperate in implementing eminent domain proceedings as discussed in 6.3.1. Once operational, OCTA is responsible for the ownership, operations, maintenance, insurance and liability of the Streetcar System.
3. The Parties agree to work in partnership during the implementation of the Project.
4. The Parties shall comply with all applicable laws, statutes, ordinances and regulations of any governmental authority having jurisdiction over the Project.
5. The Parties shall in good faith negotiate the Design Agreement and Construction Agreement to address the roles, responsibilities, and expectations during the design and construction phase of the Project. Additionally, the Parties shall in good faith negotiate a Public Way Use Agreement and Operations and Maintenance Agreement which shall address OCTA's use of the Garden Grove public way and the Streetcar System operations and maintenance. Each agreement shall expand on the concepts outlined and contemplated in this MOU.

6. OCTA is responsible to meet all of the requirements of the Federal Transit Administration associated with the funding received, which is anticipated to be New Starts program funding.
7. Disputes on the terms of this MOU shall be resolved at the lowest possible level. If a dispute cannot be resolved, it shall be elevated promptly to the next resolution level. The three levels of dispute resolution shall be at both agency's project manager level (lowest), executive director level, and Chief Executive Officer/City Manager level (highest).

#### **SECTION 4 PROJECT MANAGEMENT/ADMINISTRATION**

1. OCTA shall develop procedures for meetings, project controls, contracts and procurements, quality, safety, invoicing, reporting, and risk assessments.
2. OCTA shall be responsible for all procurement activities required for the Project. Garden Grove will have one (1) representative on the consultant selection/evaluation committee on the following procurements: design services, construction management and outreach. The Garden Grove representative shall be available for the procurement activities as scheduled.
3. OCTA shall conduct a regularly scheduled meeting, weekly or as otherwise agreed to, to provide a forum with the City to discuss all aspects of the Project.
4. OCTA shall establish a senior level committee focused on the successful delivery of the Project. The scope of the committee shall be any and all issues that may impact the Project's budget, schedule, quality, and compliance with the terms and conditions of this MOU and subsequent agreements. The committee should include, at minimum, the City Public Works Director as well as OCTA's Executive Director of Capital Programs.

#### **SECTION 5 FINANCIAL**

##### **5.1 Funding**

OCTA is responsible for securing and administering all funding, including federal, state, and local funding, for all phases of the Project.

##### **5.2 Project Cost**

OCTA is responsible for all Project costs which in sum account for the Actual Project Cost. OCTA is not responsible for Betterment costs.

OCTA is responsible for the operations and maintenance costs of the Streetcar System excluding the City's operating contribution as defined in Article 5.3.8.

### **5.3 Garden Grove Costs**

OCTA shall compensate or reimburse Garden Grove, as the case may be for work described in each of the following cost categories. The Parties agree that a Work Plan will be developed for each of these cost categories in the subsequent Design Agreement and Construction Agreement with the exception of Section 5.3.1 and 5.3.8. Section 5.3.1 defines an interim Work Plan and Section 5.3.8 will be developed in the Operations and Maintenance Agreement

#### **5.3.1 Pre-Design Period Costs**

During the period between execution of this MOU and the execution of the Design Agreement, the City shall track the time and materials expended in providing Project support. The City will submit a monthly report to OCTA, within two weeks following the month reported, identifying the work performed and the time and material costs expended. The City and OCTA shall address the pre-design period cost reimbursement in the Design Agreement with the understanding that it is the parties' intent to fully reimburse the City for such costs to the extent permitted by law.

#### **5.3.2 Administrative and Design Support**

OCTA agrees to compensate Garden Grove on a time and materials basis for Administrative and Design Support for the duration of the Project.

Administrative and Design Support includes, but is not limited to, Garden Grove administrative staff and design review time spent participating in Project meetings, design reviews, public outreach efforts, and all other costs incurred related to the Project. Administrative and Design Support does not include time and materials related to construction inspection, materials testing, or other costs associated with construction inspection and/or monitoring, eminent domain proceedings support, environmental document updates, hazardous waste restitution, and/or operations and maintenance costs.

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

OCTA agrees to compensate Garden Grove for Garden Grove staff participation, if any, in site acquisition or eminent domain proceedings necessary to complete the Project. The Parties will include specific acquisition responsibilities, obligations and reimbursement processes in a subsequent agreement as more information becomes available.

*5.3.4 Construction Support*

OCTA agrees to compensate Garden Grove on a time and materials basis for Construction Support for the duration of the Project construction.

Construction Support includes, but is not limited to, construction oversight, traffic engineering, police services and other related activities. OCTA will provide the necessary construction inspection and testing services for the Project.

OCTA and Garden Grove shall cooperate in preparing the scope of work descriptions for these services. The Parties shall develop a Construction Support Work Plan during the development of the Construction Agreement.

*5.3.5 Building and Street Work Permit Fees and Development Impact Fees*

Permit Fees: OCTA, and/or its Contractor(s), shall not be charged for Garden Grove's fixed-cost permit issuance fees for building and street work permits deemed necessary for the Project.

OCTA shall pay on a time and materials basis for Planning and Building services for improvements requiring building permits.

OCTA and its Contractor(s) shall pay on a time and materials basis for construction oversight costs associated with the issuance of permits for site improvements and improvements in the public right-of-way related to this project.

In addition, City costs for such services may be compensated through the various Project agreements as defined in Sections 5.3.2 and 5.3.4 above.

Development Impact Fees: OCTA shall pay for City-adopted and third party development impact fees such as water and sewer connections, among others, which are related to site improvements for individual stations, maintenance facilities and other similar structures supporting the Project.

*5.3.6 Hazardous Waste Restitution*

Upon identification of hazardous materials located on Garden Grove owned properties which materials must be removed or remediated before commencement of the Project, Garden Grove shall seek restitution for removal of such hazardous materials and shall reimburse OCTA for Project costs recovered, less Garden Grove's costs incurred in such restitution recovery efforts.

*5.3.7 Environmental Updates*

In the event that OCTA deems it necessary to make significant changes to the Project descriptions as submitted to the Federal Transit Administration or used for purposes of the Environmental Impact Report, OCTA shall notify Garden



Grove of the reasons for the changes. Garden Grove shall be responsible for supporting and coordinating with OCTA in completing any additional environmental review required under State or federal law and OCTA shall reimburse Garden Grove for costs incurred to make the necessary amendments to the environmental documents.

#### *5.3.8 Operating Costs*

Garden Grove shall be responsible for funding 1.5 % of operating costs, not to exceed \$100,000.00, less Fare Box Revenue for the Streetcar System. This amount shall be paid to OCTA on an annual basis. The invoicing and payment process shall be developed jointly and will be further defined in the Operations and Maintenance Agreement.

### **5.4 Garden Grove Reimbursements**

Garden Grove reimbursements shall be addressed in cooperative agreements. The Parties shall identify the methods and information to support a valid invoice for reimbursement. For example, what each invoice shall contain, such as the names, labor pay rates, hours spent, applicable expenses, and a description of work performed and when it was performed. Garden Grove shall follow OCTA's expense reimbursement guidelines which at a minimum must be consistent with federal guidelines and will be detailed in the design and construction agreements. Garden Grove shall invoice OCTA not less than every two months for all requested reimbursements.

Legal costs submitted in an invoice associated with condemnation support must include the written authorization to proceed with condemnation provided by OCTA.

Final cost accounting on Garden Grove reimbursements shall be conducted jointly during Project closeout.

### **5.5 Betterments**

To request a Betterment, the requesting entity must submit a written justification along with a cost estimate for OCTA's approval. If approved, the entity requesting the Betterment shall be responsible for all incremental costs incurred as a result of the Betterment.

## **SECTION 6 DESIGN & CONSTRUCTION**

This Section is intended to provide general terms and conditions between the Parties for the design and construction phase of the Project. A Design Agreement and Construction Agreement shall in good faith be developed between the Parties to define in more detail the roles, responsibilities, and expectations during the design and

construction phase of the Project. Topics to be addressed in detail in the Design Agreement and Construction Agreement shall include, but not limited to, the following:

**Project Management**

- Project Administration
- Schedule
- Reporting
- Public Outreach/Relations
- Meetings
- Records Management
- Procurements
- Project Closeout

- Traffic Management

**Construction**

- Construction Phasing
- Construction Access
- Street Closures
- Traffic Management
- Construction Coordination
- Public Notification
- City Construction Inspection
- OCTA Construction Insp.
- Construction Acceptance
- Permits
- Safety
- Quality

- Legal Descriptions/Plats
- Property Surveys
- Utility Relocations
- Relocation Assistance Program
- Property Management
- Demolition
- Eminent Domain Proceedings

**Design**

- Design Criteria
- Design Coordination
- City Utilities
- Non-City Utilities
- Roadways
- Stations/Stops
- Landscape/Irrigation
- Traffic Signals
- Signage/Striping
- Traction Power
- Track
- Street Lighting
- Design Reviews

**Real Estate**

- Property Acquisitions
- Right of Way Engineering

**Startup & Testing**

**Financial**

- Funding
- Budget
- Cost Tracking
- Contingencies
- City Reimbursements
- Betterments

**General Provisions**

## 6.1 Design

### *6.1.1 Project Configuration*

The exhibits in the MOU showing the configuration of Project are based on the approved environmental document and may not reflect the final configuration of the facilities. The Parties will work together during design to explore other configuration options that may reduce the impact of Project on adjacent properties, reduce cost and that may enhance operational efficiencies and safety.

### *6.1.2 Design Criteria*

OCTA will develop design criteria and standards for the Project that are consistent with City design standards. The Project design criteria shall include the technical requirements and provisions for the Project and include which

standards, specifications, and other requirements will be adhered to by OCTA's Consultants and Contractors. Garden Grove shall review and approve design criteria that affects City owned assets.

#### *6.1.3 Design Review Times*

Garden Grove will be provided a 30-day review period to review the Construction Documents provided by OCTA for improvements in the public right-of-way. The 30-day period begins when Garden Grove receives the complete package of Construction Documents at each design stage.

#### *6.1.4 Meetings*

OCTA shall hold regular technical, design, traffic management, public relations, and various other Project meetings to brief Garden Grove on the status of the Project, to solicit input, and to provide a forum to discuss and resolve project and local agency issues.

#### *6.1.5 Traffic Management Plan*

OCTA shall prepare a Traffic Management Plan (TMP) for Garden Grove's review and approval that addresses, to the extent appropriate, construction-related impacts to Garden Grove's existing street traffic. The TMP will include normal traffic handling requirements during construction of the Project, including staging, lane closures, detours, signage, Intelligent Transportation Systems (ITS), and signalization and will specify requirements for communicating with the public and local agencies during construction.

Garden Grove shall be responsible for the proper implementation of the agreed upon portion of the approved TMP provided by OCTA for work within the jurisdictional boundaries of Garden Grove. Any costs associated with this effort shall be paid as defined in Section 5.3 of this agreement.

#### *6.1.6 Landscaping*

OCTA shall meet Garden Grove existing guidelines for landscaping and aesthetics. Design reviews by Garden Grove shall be the City's opportunity to comment on the proposed landscape design. Any requests from Garden Grove exceeding established standards will be deemed a Betterment.

#### *6.1.7 Drainage*

OCTA shall mitigate any additional surface storm water drainage needs generated from the trackway or other impervious areas added by the Project. The mitigation of additional surface storm water drainage for the Project shall meet the City's National Pollutant Discharge Elimination System (NPDES) permit standards and will be subject to the City's storm water management requirements. Upgrades to existing drainage systems, beyond that needed for the Project, are considered a Betterment. The Parties agree to review the Project drainage criteria during the Design Agreement process taking into

consideration environmental documents, design criteria and Project impacts to drainage.

#### *6.1.8 Utilities*

Garden Grove shall cooperate with OCTA for the relocation, protection, and construction of any City-owned utilities and any utilities that are the subject of franchise agreements approved by Garden Grove. Garden Grove shall review and approve design criteria that affect these City owned assets and all costs associated with their relocation, protection, and construction shall be eligible project expenditures.

OCTA shall initiate discussions with each public utility to rearrange or relocate its public utility facilities that may be determined by OCTA and Garden Grove to conflict with the Project. In the event the public utility fails to agree or fails to make the rearrangement or relocation in a timely manner, Garden Grove shall exercise, assign and invoke its rights under any state laws or under any applicable franchise as requested by OCTA to effectuate such rearrangement or relocation to permit OCTA to rearrange or relocate the utility in a timely manner. Garden Grove shall cooperate with OCTA, shall provide assistance to OCTA as needed, and shall join with OCTA as a party in the prosecution or defense of Garden Grove's and OCTA's rights under the laws of the State of California to cause such rearrangements or relocations. OCTA shall underground only those overhead utilities found in conflict with the proposed Project elements. Additional undergrounding of overhead utilities, if not in conflict with the Project, shall be considered a Betterment.

### **6.2 Construction**

#### *6.2.1 Hazardous Materials*

If OCTA encounters hazardous materials or contamination or protected cultural resources within the Project's limits during the said investigation or in the course of construction, OCTA shall notify Garden Grove and responsible control agencies of such discovery. OCTA shall stop work in the affected area until a qualified professional evaluates the nature and significance of the find, and a plan is approved by OCTA for the removal or protection of that material or resource. Cost of remediation shall be included as an eligible project expenditure in accordance with this MOU.

#### *6.2.2 Permits*

OCTA shall require the Construction Contractor(s) to secure construction permits from Garden Grove for any work done within the jurisdictional boundaries of Garden Grove. Garden Grove agrees to issue permits in a timely manner, no more than 30 days after submittal of permit application. See Section 5.3.5 for permit fees.

**6.2.3 Construction Final Acceptance**

OCTA shall include Garden Grove in the construction walk-through and punch list development/closeout. Final as-builts shall be delivered to Garden Grove in an agreed upon format.

**6.2.4 Environmental Monitoring**

Pursuant to CEQA Guidelines Section 15097(a), Santa Ana delegated Santa Ana's reporting and monitoring responsibilities as set forth in the Mitigation Monitoring and Reporting Program to OCTA, and OCTA accepted the delegation of those reporting and monitoring responsibilities. Both Santa Ana and Garden Grove shall participate in meetings related to the Mitigation Monitoring and Reporting Program as needed and receive regular updates on the progress. OCTA shall provide copies of all environmental reporting and monitoring reports to Santa Ana to ensure compliance is maintained. In accordance with CEQA Guidelines Section 15097(a), Santa Ana ultimately remains responsible for ensuring that the mitigation measures in the Mitigation Monitoring and Reporting Program are implemented.

**6.2.5 Construction Signage**

Construction signage plans shall be developed by OCTA and submitted as part of the Traffic Management Plan, see Section 6.1.5.

**6.3 Right of Way**

**6.3.1 Right of Way Acquisition**

OCTA shall be responsible for all Right of Way activities. If necessary, OCTA and the City shall cooperate in implementing eminent domain. If upon request by OCTA, the City shall conduct public hearings to hear resolutions of necessity and agrees to exercise its rights under eminent domain, to assign all of its rights, to join OCTA in litigation if necessary. The City's compensation for eminent domain proceedings shall be as defined in Section 5.3.3 above.

**6.4 Public Relations**

The Parties shall jointly develop and participate in a public awareness campaign (PAC) that includes business outreach that advises businesses, residents elected officials, motorists, and media of project status, construction impacts including street detours and all other construction related information. PAC will take into consideration Santa Ana's special event schedules. The City's compensation for public relations shall be as defined in Section 5.3 above.

**SECTION 7 PUBLIC WAY USE**

This Section is intended to provide an understanding of general terms and conditions between the Parties for the use of Garden Grove's public way for the Streetcar System.

A Public Way Use Agreement shall in good faith be developed between the Parties to define in detail the roles, responsibilities, and expectations regarding OCTA's use of Garden Grove's public way for as long as the Streetcar System is providing service as intended. Topics to be addressed in detail in the Public Way Use Agreement shall include, but not limited to, the following:

#### **OCTA Use of Property**

- Limits of Use
- As-Built Records
- Future Expansion/Future Work
- Term of Use
- Reference of O&M Agreement
- Termination of Operations
- Duty to Restore
- Indemnification
- Insurance
- Issue Resolution

#### **General Provisions**

#### **Streetcar System Map**

### **7.1 Authorization to Construct**

In the event the Public Way Use Agreement is not in place prior to the initiation of construction activities, OCTA is authorized to advance construction activities, contingent upon the Garden Grove's approval of design plans and authorization of construction permits. Garden Grove shall not unreasonably withhold approvals or construction permits if OCTA has met Garden Grove's existing standards and regulations. Unless related to public safety, the City's standards shall be those in place at the beginning of design.

## **SECTION 8 OPERATIONS & MAINTENANCE**

This Section is intended to provide an understanding of general terms and conditions between the Parties for the operations and maintenance of the Streetcar System within the jurisdiction of Garden Grove. An Operations and Maintenance Agreement shall in good faith be developed between the Parties to define in detail the roles, responsibilities, and expectations regarding the operations and maintenance of the Streetcar System and adjacent Garden Grove facilities for as long as the Streetcar System is providing service as intended. Topics to be addressed in detail in the Operations and Maintenance Agreement shall include, but not limited to, the following:

#### **Operations**

- System Operations
- Streetcar/Traffic Signal Coordination
- Adjacent City Facilities
- City Access to Streetcar Track Area
- Right of Way Permits
- Fire/Life/Safety/Security Coordination
- Emergency Procedures

- Emergency Drills
- Emergency Access
- Fare Collection
- Special Events
- Displays and Attachments
- Advertising
- OCTA Operating Costs
- City Operating Costs
- Service Agreements
- Fare/Revenue Policies

- OCS
- Traction Power
- Structures
- Pavement
- Street Lights
- Artwork
- Storm Drainage
- Utilities
- Maintenance Costs
- Service Agreements

#### **Maintenance**

- Protection of Adjacent Facilities
- Notice and Approvals
- OCTA Maintenance Responsibilities
- City Maintenance Responsibilities
- Lighting
- Track

#### **Track Access Permit Procedures**

- Permit Process
- Training
- Safety

#### **General Conditions**

#### **Streetcar System Map**

### **8.1 Operations**

OCTA is responsible for the operations and operational costs for the Streetcar System with the exception of Garden Grove's contribution as specified in Section 5.3.8 unless stated otherwise herein.

### **8.2 Maintenance**

OCTA is responsible for all maintenance and maintenance costs for the Streetcar System unless stated otherwise herein.

Any work performed by Garden Grove on Garden Grove streets where Streetcar System operates, will be coordinated with OCTA and if feasible will be conducted during non-operational hours of Project.

## **SECTION 9 INDEMNIFICATION**

- A. To the fullest extent permitted by law, the City shall defend (at the City's sole cost and expense with legal counsel reasonably acceptable to OCTA), indemnify, protect, and hold harmless OCTA, its officers, directors, employees, contractors and agents (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (the City's employees included),

for damage to property, including property owned by OCTA, or from any violation of any federal, state, or local law or ordinance, alleged to be caused by the negligent acts, omissions or willful misconduct of the City, its officers, directors, employees, contractors or agents in connection with or arising out of the performance of this Agreement.

- B. To the fullest extent permitted by law, OCTA shall defend (at OCTA's sole cost and expense with legal counsel reasonably acceptable to the City), indemnify, protect, and hold harmless the City, its officers, directors, employees, contractors and agents (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (OCTA's employees included), for damage to property, including property owned by the City, or from any violation of any federal, state, or local law or ordinance, alleged to be caused by the negligent acts, omissions or willful misconduct of OCTA, its officers, directors, employees, contractors or agents in connection with or arising out of the performance of this Agreement.
- C. The indemnification and defense obligations of this Agreement shall survive its expiration or termination.

## SECTION 10 NOTICES

All notices hereunder and communications regarding the interpretation of the terms of this MOU, or changes thereto, shall be effected by delivery of said notices in person or by depositing said notices in the U.S. mail, registered or certified mail, returned receipt requested, postage prepaid and addressed as follows:

### To City:

City of Garden Grove  
11222 Acacia Parkway  
Garden Grove, CA 92840

ATTENTION: Kathleen Bailor  
City Clerk

Tel: (714) 741-5040  
Email: [kathleenb@garden-grove.org](mailto:kathleenb@garden-grove.org)

Cc: Dai Vu, Project Engineer

Tel: (714) 741 – 5189  
Email : [daiv@garden-grove.org](mailto:daiv@garden-grove.org)

### To OCTA:

Orange County Transportation Authority  
550 South Main Street  
P.O. Box 14184  
Orange, CA 92863-1584

ATTENTION: Lydia Bilynsky  
Contracts Administration and  
Materials Management

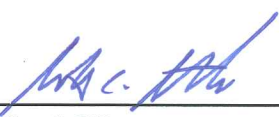
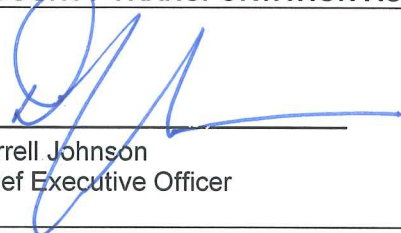

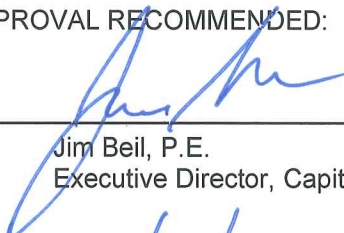
Tel: (714) 560 – 5568  
Email: [lbilynsky@octa.net](mailto:lbilynsky@octa.net)

Cc: Jennifer Bergener, Director, Rail and Facilities  
Engineering

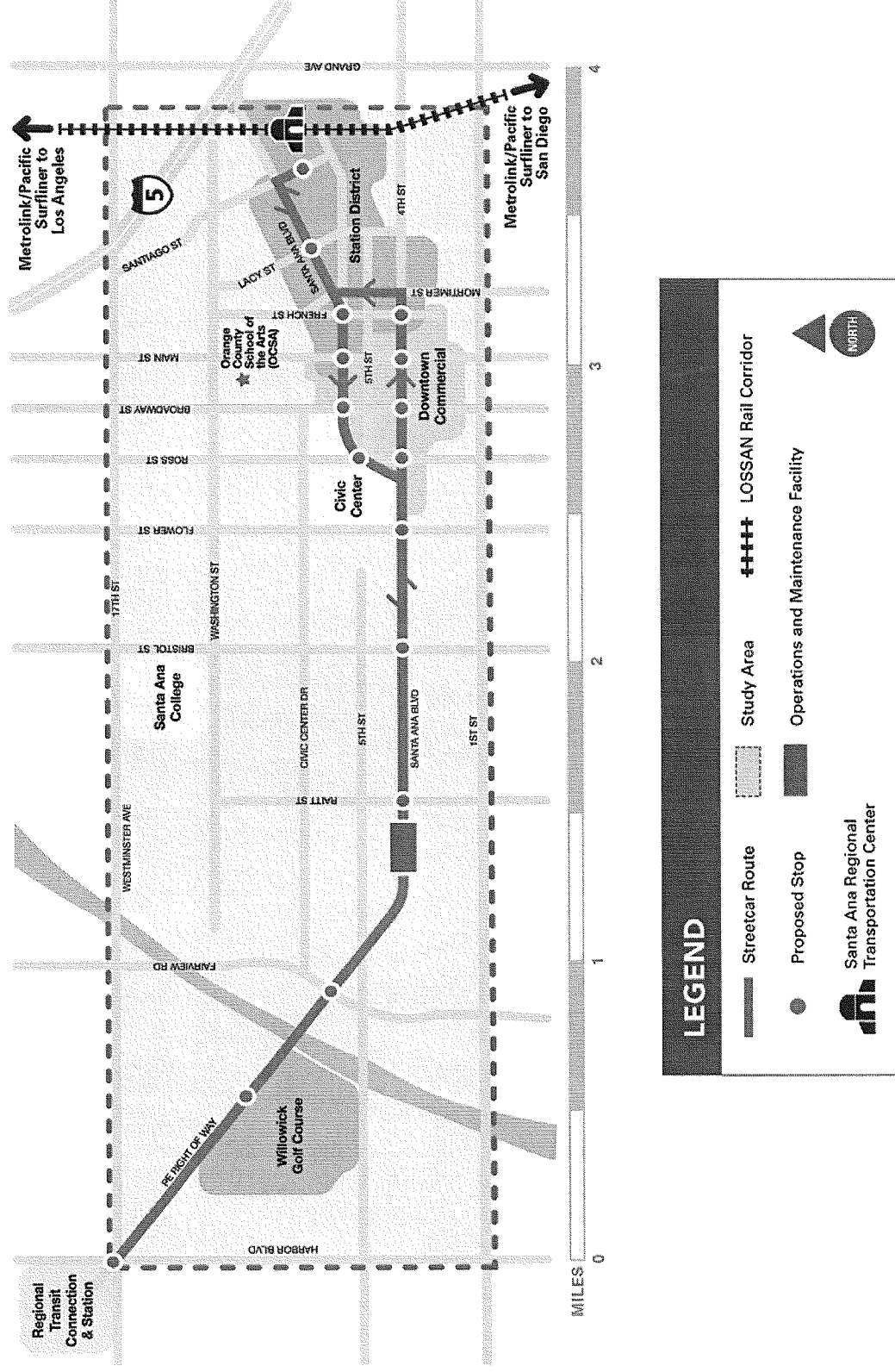
Tel: (714) 560-5462  
Email: [jbergener@octa.net](mailto:jbergener@octa.net)



**IN WITNESS WHEREOF**, the Parties hereto have caused this Memorandum of Understanding No. C-5-3418 to be executed on the date first above written.

CITY OF GARDEN GROVE	ORANGE COUNTY TRANSPORTATION AUTHORITY
By: <u></u> Scott Stiles City Manager	By: <u></u> Darrell Johnson Chief Executive Officer
ATTEST:  By: <u></u> Kathleen Bailor City Clerk  Date: <u>11/5/2015</u>	APPROVAL RECOMMENDED:  By: <u></u> Jim Beil, P.E. Executive Director, Capital Programs  Date: <u>10/23/15</u>

## EXHIBIT A – PROJECT MAP



MEMORANDUM OF UNDERSTANDING WITH THE ORANGE COUNTY  
TRANSPORTATION AUTHORITY FOR THE SANTA ANA AND GARDEN GROVE  
STREETCAR PROJECT (F: 23.18)

It was moved by Council Member Phan, seconded by Council Member Beard that:

The Memorandum of Understanding (MOU) with the Orange County Transportation Authority for the Santa Ana and Garden Grove Streetcar Project, be approved; and

The City Manager be authorized to sign the MOU on behalf of the City.

The motion carried by a 4-0-1 vote as follows:

Ayes:	(4)	Beard, Bui, Jones, Phan
Noes:	(0)	None
Absent:	(1)	Nguyen

## **City of Garden Grove**

### **INTER-DEPARTMENT MEMORANDUM**

To:	Scott C. Stiles	From:	William E. Murray
Dept:	City Manager	Dept.:	Public Works
Subject:	APPROVAL OF A MEMORANDUM OF UNDERSTANDING WITH THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR THE SANTA ANA AND GARDEN GROVE STREETCAR PROJECT		
		Date:	September 22, 2015

#### **OBJECTIVE**

For City Council to approve a Memorandum of Understand (MOU) with the Orange County Transportation Authority (OCTA) for the Santa Ana and Garden Grove Streetcar Project.

#### **BACKGROUND**

In 2006 the cities of Garden Grove and Santa Ana partnered in a Go Local Project to study the feasibility of a transit system to extend the reach of Metrolink. City Council adopted a resolution of support for the streetcar project on January 28, 2014 and also adopted a resolution approving the selection of Streetcar Alternative 1 as the Locally Preferred Alternative on February 10, 2015.

#### **DISCUSSION**

The proposed Streetcar project would include an at-grade rail system from the Santa Ana Regional Transportation Center to the northeast corner of Harbor Boulevard and Westminster Avenue. The alignment would be approximately 4.1 miles traversing through the Santa Ana Civic Center area and going up the Pacific Electric Right of Way to reach the intersection of Harbor Boulevard and Westminster Avenue.

The entire project cost is estimated at \$289 million dollars. The project is anticipated to be funded through federal, state, and local grants. Construction is anticipated to begin in 2017 and the streetcar will be in operation by 2020.

#### **FINANCIAL IMPACT**

The City is committing to waive permit issuance fees for building and street work permits during the construction phase, and up to 1.5% of operating costs once the

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PROJECT

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project is completed, not to exceed \$100,000, which amounts will be defined in a future Operations and Maintenance Agreement. It is anticipated that funding will be available from portions of the Garden Grove Tourism Improvement District assessments.

RECOMMENDATION

It is recommended that the City Council:

- Approve the attached MOU with the OCTA for the Santa Ana and Garden Grove Streetcar Project; and
- Authorize the City Manager to sign the MOU on behalf of the City.



William E. Murray, P.E.  
Public Works Director



By: Dai C. Vu, P.E.  
Associate Engineer

Attachment: MOU

Recommended for Approval



Scott C. Stiles  
City Manager