



ITEM ID: 2025-265-0

TRANSMITTAL DATE: July 3, 2025

MEETING DATE: July 11, 2025

TO: Contracts, Operations, Maintenance, and Safety Committee

FROM: Justin Fornelli, Chief, Program Delivery

SUBJECT: Cooperative Agreement between Orange County Transportation Authority, the City of San Clemente and the Authority for the Pedestrian Audible Warning System (PAWS) Rehabilitation

Issue

Approval is required to execute the Cooperative Agreement between the Orange County Transportation Authority, City of San Clemente and the Authority for the Pedestrian Audible Warning System (PAWS) Rehabilitation.

Recommendation

It is recommended that the Committee recommend the Board authorize the Chief Executive Officer to negotiate and execute the Cooperative Agreement between the Orange County Transportation Authority (OCTA), City of San Clemente and the Authority that will provide \$1,818,000 of OCTA funding for Authority support services to the Pedestrian Audible Warning System (PAWS) Rehabilitation.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve. The Authority's support to the rehabilitation of the PAWS system will ensure that all work will be undertaken in compliance with Authority safety practices, standards and criteria to maintain safe and reliable operation of the railroad.

Background

In 2016, the Authority and the City entered into a Construction and Maintenance Agreement (C&M) to install a Pedestrian Audible Warning System (PAWS) at seven (7) pedestrian crossings along the San Clemente Beach Trail, including Dije, El Portal, Corto, T-Street, Lost Winds, and Calafia, and at the highway-rail at-grade crossing at the San Clemente Pier, between MP 203.9 and MP 206.0 on the Orange Subdivision. Since installation, the City has been responsible for the operation, maintenance, and repair of the PAWS and all associated costs, including reimbursing the Authority for any signal-related work on PAWS components housed within the Authority's signal system or that require interfacing with the Authority's rail operations.

The existing PAWS control equipment has become technologically obsolete, making spare parts difficult or impossible to obtain, and thereby compromising the system's reliability and maintenance viability. The City now intends to upgrade and replace only the necessary control equipment at each PAWS pedestrian crossing while preserving its functional components, namely, the existing bollards, speaker systems, equipment enclosures, and flashing red "X" signals, with OCTA funding 88 percent (88%) and the City 12 percent (12%) of the rehabilitation costs. The City is undertaking the design for the rehabilitation scope, with OCTA and the City requesting that the Authority undertake the construction, testing and commissioning for the rehabilitation through the Authority's On-Call Communication and Signal Systems Installation Services Contract, to provide the fastest and most efficient implementation of the scope and ensure continued reliability of the warning system.

Discussion

The Cooperative Agreement between OCTA, the City of San Clemente and the Authority addresses the roles and responsibilities of all parties through implementation of the rehabilitation and provides \$1,818,000 of OCTA funding for Authority support services to include Project Management, procurement, installation, testing and integration of the upgraded PAWS control equipment, site oversight and provision of Railroad Operational Protection throughout the rehabilitation period. Upon Agreement execution, OCTA shall deposit \$900,000 with the Authority, with the remaining balance being deposited thirty (30) days prior to construction commencement. Authority support to the project is essential to ensure that all work will be undertaken in compliance with Authority safety practices, standards and criteria to maintain safe and reliable operation of the safety systems, railroad and passenger services through the location.

Rehabilitation of the PAWS system is expected to commence upon execution of the Agreement and be completed by the end of 2025, with the Authority then continuing to operate and maintain the signal system and the City operating and maintaining the PAWS system.

OCTA's Transit Committee recommended execution of the Cooperative Agreement at their July 10, 2025 Committee Meeting, with the Agreement being presented for approval to OCTA's July 14, 2025 Board Meeting.

Budget Impact

There is no budgetary impact as a result of this report since this is a Third Party funded Agreement. Cash flow impact will be mitigated by an advance deposit as described in the discussion section.

Next Steps

Upon Board Authorization, the Cooperative Agreement for the Pedestrian Audible Warning System (PAWS) Rehabilitation. will be executed by all parties.

Prepared by: Andy Althorp, Director, Capital Construction
 Justin Fornelli, Chief, Program Delivery

Approved by: Justin Fornelli, Chief of Program Delivery