

M · E · M · O

Alameda Corridor Transportation Authority

June 8, 2017

To:	Governing Board
From:	John T. Doherty, Chief Executive Officer
Subject:	<i>Redondo Junction Tower Fire – Approval of Actions Required to Repair Facilities (APPROVAL)</i>

Recommendation:

In order to repair the physical damage caused by a fire at Redondo Junction at the north end of the Corridor on May 28, 2017 and restore normal train operation, authorize the CEO or CFO to:

1. Secure environmental and/or building and removal permits;
2. Take other actions as deemed necessary to repair and replace damaged signal and communication equipment;
3. Arrange for the safe removal of the fire-damaged tower; and
4. Issue as necessary contract amendments and purchase orders and pay permit fees in the approximate aggregate amount of \$750,000 to accomplish the repairs.

Discussion:

On Sunday, May 28, 2017 a fire occurred at the old abandoned Redondo Junction Tower at the North End of the Corridor. The old wooden structure, which was built in 1906, was completely destroyed. In addition, an adjacent signal cabinet containing vital equipment controlling the signals and switches at the West Redondo Junction Interlocking suffered major damage. The tower is owned by METRO, but ACTA will be arranging and coordinating its removal as it endangers the work site and the expeditious restoration of normal controlled operations at this location. The damaged signal house and its contents are owned by ACTA.

The signal cabinet and its contents will have to be replaced in their entirety as soon as possible, and ACTA's Maintenance Contractor is working work with the UPRR signal group to arrange for the fabrication of a new replacement signal house using UPRR's signal equipment supplier. Trains in the meantime are being routed through the interlocking with the switches locked in one position, limiting routing flexibility to manual control. This temporary condition must be remedied as quickly as possible.



Due to the emergency, it is requested that the Board grant authority to implement actions as necessary to facilitate prompt repair and replacement. Required activities and purchases may include, but are not limited to environmental review and testing, securing governmental/regulatory permits, environmental cleanup, demolition, site cleanup, and purchase and installation of new electronic equipment.

Estimated Cost

The work is estimated at this time to cost \$750,000, which includes \$300,000 for the new replacement signal house (plus a 50% or \$150,000 contingency for overtime to expedite fabrication and delivery) using UPRR's supplier, RCL Wiring; \$30,000 for environmental evaluation and cleanup using ACTA's environmental consultant, Tetra Tech; \$25,000 for design and installation oversight and testing using ACTA's signal design consultant (Pacific Railway Enterprises); \$215,000 for emergency response, flagging, and signal house installation including contingency using ACTA's Corridor Maintenance Contractor, BBII; and \$30,000 for ACET oversight support.

ACTA staff will report on the status of this item at the next Board meeting.

Budget Impact:

The Ports and Railroads pursuant to the terms of the Use and Operating Agreement will expeditiously amend the 2017 Operations and Maintenance Budget for this Capital Replacement to provide access the \$15 million Reserve Account that is replenished annually using Railroad fee revenue. When the O&M Budget is amended, the amended amount will be incorporated into the ACTA FY18 Program Budget. In the meantime, the \$200,000 contingency amount contained in the existing O&M Budget is being used to initiate activities. Insurance recovery will sought, as appropriate.