



REVISED BOARD COMMITTEE TRANSMITTAL

March 12, 2012

To: Members of the Board of Directors
From: Wendy Knowles, Clerk of the Board
Subject: Consideration of Resolution ^{WK} Supporting the Blended Approach to Development of High-Speed Rail in Southern California

Executive Committee meeting of March 5, 2012

Present: Chairman Glaab, Vice Chairman Winterbottom, and Directors Amante, Bates, and Cavecche
Absent: Directors Campbell and Nguyen

Committee Vote

This item was passed by the Committee Members present.

Director Bates abstained from voting on this item.

Committee Recommendation

Adopt Resolution 2012-020 supporting the blended approach to developing high-speed rail service in Southern California.

Committee discussion:

The Committee Members requested that the following be added to the Resolution: *"Whereas, the Final 2012 CHSRA business plan is anticipated to be released in Spring 2012."*



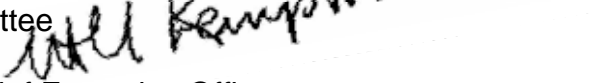
ORANGE COUNTY TRANSPORTATION AUTHORITY

**Consideration of Resolution Supporting the Blended
Approach to Development of High-Speed Rail in Southern
California**

Staff Report



March 5, 2012

To: Executive Committee 
From: Will Kempton, Chief Executive Officer
Subject: Consideration of Resolution Supporting the Blended Approach to Development of High-Speed Rail in Southern California

Overview

The California High-Speed Rail Authority is developing a phased implementation strategy, including the blended approach which blends existing rail operations with a future statewide High-Speed Rail project. This approach allows for coordinated operations and early investment opportunities in existing local services in advance of the full High-Speed Rail system. In order to ensure the Orange County Transportation Authority's interests are represented, a resolution supporting the blended approach to development of the High-Speed Rail project in Southern California is presented for Board of Directors consideration.

Recommendation

Adopt Resolution 2012-020 supporting the blended approach to developing High-Speed Rail service in Southern California.

Background

On November 1, 2011, the California High-Speed Rail Authority (CHSRA) released the Draft 2012 Business Plan (Plan) for review and comment. The Plan proposes to incrementally develop the statewide High-Speed Rail (HSR) project utilizing a blended approach which will coordinate with existing passenger rail systems to provide coordinated and "blended" operations. The blended approach will allow for early investment in locations other than the Central Valley to connect the proposed HSR system to existing passenger rail systems in advance of a full HSR system being complete. Staff presented an overview of the Plan to the Board of Directors (Board) in November and December 2011.

On December 22, 2011, the Orange County Transportation Authority (OCTA) sent a letter to the CHSRA outlining specific areas of concern with the Plan. In

response to the letter and similar letters sent by other agencies, the CHSRA has bolstered its efforts to meet with local agencies to address some of those concerns, specifically investment in what is referred to as the “book ends” of the system (Anaheim to San Fernando Valley, and San Jose to San Francisco), and is also continuing efforts to address the remainder of the comments through the final Plan. In direct response to the concerns raised about phased implementation, the CHSRA is working in close coordination with the San Diego Association of Governments (SANDAG), Southern California Regional Rail Authority (SCRRA), and Southern California Association of Governments (SCAG) and its member agencies to develop a memorandum of understanding (MOU) to define working relationships and identify early investment projects to advance the blended approach in Southern California. This effort includes a commitment to fund an additional \$1 billion in un-allocated Proposition 1A funds and other sources for those early investment projects located within the book ends.

Discussion

Staff has been working with SANDAG, SCRRA, and SCAG and its member agencies to develop the MOU candidate project list, as well as prioritization criteria for potential early investment in Southern California. The draft MOU and project list were presented to the Board on February 13, 2012 (Attachment A). The Board directed staff to seek modifications to the MOU language and bring the item back to the February 27, 2012 meeting for further consideration.

Staff has been actively pursuing information to address concerns raised during the Board meeting, as well as seeking modifications to the MOU. Based on these efforts and discussions, there was not sufficient time to address all of the concerns raised during the Board meeting prior to February 27, 2012. Additionally, some of the other parties to the MOU were and remain reluctant to make modifications, given that the parties’ respective boards of directors have already taken action. In order to allow OCTA to continue to negotiate and participate in the discussions and planning of the blended approach and guide OCTA interests in the early investment opportunities, staff recommends that a resolution be adopted that provides a continued role for OCTA in these or any other HSR system discussions and affirms OCTA’s desire to pursue the blended approach consistent with OCTA’s comments contained in the December 2011 letter to the CHSRA.

The final Plan is anticipated to be released in approximately four to eight weeks. Following the release of the Plan, staff will provide an overview to the Board at which time the Board could determine if OCTA’s previous concerns have been addressed and consider entering into the Southern California region MOU at that time.

Summary

The CHSRA, SCRRA, SANDAG, and SCAG and its member agencies are working collaboratively to ensure efficient and prioritized connections to the future HSR system through the blended approach and early investment opportunities. To ensure OCTA's continued representation and participation in these and any other HSR efforts, staff is presenting a resolution for Board consideration. The resolution will affirm OCTA's desire to pursue the blended approach consistent with comments previously sent to the CHSRA.

Attachments

- A. Memorandum of Understanding with California High-Speed Rail Authority, Southern California Regional Rail Authority, San Diego Association of Governments and its Member Agencies for the California High-Speed Rail Project - Staff Report dated February 9, 2012
- B. Resolution No. 2012-020, A Resolution of the Board of Directors of the Orange County Transportation Authority Authorizing the Blended Approach to Development of High-Speed Rail in Southern California

Prepared by:



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Approved by:



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ORANGE COUNTY TRANSPORTATION AUTHORITY

**Consideration of Resolution Supporting the Blended
Approach to Development of High-Speed Rail in Southern
California**

Attachment A



February 9, 2012

To: Transit Committee

From: Will Kempton, Chief Executive Officer

Subject: Memorandum of Understanding with California High-Speed Rail Authority, Southern California Regional Rail Authority, San Diego Association of Governments, and Southern California Association of Governments and its Member Agencies for the California High-Speed Rail Project

Overview

The California High-Speed Rail Authority has outlined in the Draft 2012 Business Plan that the agency intends to utilize a blended approach to implement high-speed rail in California. The blended approach would make advanced investments in regional and local rail systems to leverage existing infrastructure and benefit travelers through greater interconnectivity. The California High-Speed Rail Authority, Southern California Regional Rail Authority, San Diego Association of Governments, and Southern California Association of Governments and its member agencies have been working collaboratively with member agency representatives to identify early investment projects that can create higher speed, more efficient operations along existing rail corridors, and ultimately connect with the planned high-speed rail system. These collective agencies desire to enter into a memorandum of understanding to outline goals, roles, and responsibilities for potential early implementation projects.

Recommendation

Authorize the Chief Executive Officer to enter into a memorandum of understanding between the California High-Speed Rail Authority, Southern California Regional Rail Authority, San Diego Association of Governments, and Southern California Association of Governments and its member agencies to outline goals, roles, and responsibilities to develop plans and projects for the early implementation efforts and advance investment opportunities related to the California High-Speed Rail Authority's blended approach to implementing the California High-Speed Rail Project.

Memorandum of Understanding with California High-Speed Rail Authority, Southern California Regional Rail Authority, San Diego Association of Governments, and Southern California Association of Governments and its Member Agencies for the California High-Speed Rail Project **Page 2**

Background

Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, was approved by California voters in November 2008 and made available \$9.95 billion in general obligation bonds for the continued development and implementation of a high-speed rail (HSR) system, including \$950 million in funds for local connectivity projects to the HSR system. These connectivity funds are to be authorized by the California Transportation Commission.

The California High-Speed Rail Authority (CHSRA) is currently engaged in project development activities for a HSR system in California with the intention to begin construction of its initial segment (Initial Construction Section) in the Central Valley from Fresno to Bakersfield, consistent with federal requirements for utilizing federal funds. The primary effort at present is to advance the section in the Central Valley; however, the CHSRA is currently continuing preliminary engineering and project-level environmental work on the Anaheim to Los Angeles segment of the HSR project.

The CHSRA Draft 2012 Business Plan, released November 2011, proposes to incrementally develop the HSR program utilizing a blended approach which will coordinate with existing passenger rail systems to provide coordinated and “blended” operations. The blended approach will allow for early investment in locations other than the Central Valley to connect the HSR system to existing passenger rail systems in advance of the full HSR system being complete.

Staff has been actively working in coordination with the CHSRA and the Southern California Passenger Rail Planning Coalition (SCPRPC) to identify and prioritize opportunities to best connect Orange County to the future HSR system. Following the release of the Draft 2012 Business Plan and formal introduction of the blended approach, these efforts have focused on identifying early investment opportunities for connectivity and more efficient operations to facilitate that connectivity. As part of that effort, a list of specific projects has been identified that would provide independent utility for the HSR system as well as the connecting systems. This project list includes capacity enhancements, grade separations and other necessary improvements to connect to the HSR system.

Discussion

The Southern California Association of Governments (SCAG) is underway with the development of the 2012 Regional Transportation Plan (RTP), which will include the HSR Program in the constrained plan to facilitate the development of HSR early investment projects in passenger rail corridors within the SCAG region. The SCAG RTP and Sustainable Communities Subcommittee directed its staff to include the HSR project in the 2012 RTP, pending a memorandum of understanding (MOU) between CHSRA, Southern California Regional Rail Authority (SCRRA), San Diego Association of Governments (SANDAG), and SCAG and its member agencies regarding early implementation of the blended approach goals, including a candidate project list. The draft MOU is provided as Attachment A. The MOU calls for the CHSRA to provide \$1 billion in un-allocated Proposition 1A funds and other sources by 2020 for these candidate projects.

Orange County Transportation Authority (OCTA) staff has been working with SANDAG and SCAG and its member agencies to develop the MOU, candidate project list, and prioritization criteria for potential early investment in Southern California. The efforts of the SCPRPC aligned with the goals of the MOU and became the starting point for the candidate project list. The current draft project list is included as Attachment B. These projects will be prioritized based upon agreed to criteria as specified in the MOU. The project list is under development and will continue to be refined and prioritized over the next month. The MOU and accompanying project list are anticipated to be finalized by the end of February 2012.

The MOU further details how the CHSRA will work together with the SCRRA, SANDAG, and SCAG and its member agencies to implement the blended approach goals as described in the CHSRA Draft 2012 Business Plan. Key elements of the MOU include:

- CHSRA agrees to an additional \$1 billion early investment above and beyond the already committed \$950 million towards the implementation of the projects in the candidate project list
- Candidate project list for the early investment
- Performance criteria to prioritize the early investment projects
- Statement of purpose/goal for the parties to the MOU

Memorandum of Understanding with California High-Speed Rail Authority, Southern California Regional Rail Authority, San Diego Association of Governments, and Southern California Association of Governments and its Member Agencies for the California High-Speed Rail Project *Page 4*

OCTA has made what the CHSRA refers to as “unprecedented investment” in our local rail system through both Measure M and Measure M2. The nearly complete capital improvements made through the Metrolink Service Expansion Program, \$95 million, and the Orange County Rail-Highway Grade Crossing Safety Enhancement Program, \$85 million, are but two examples of this type of investment. This MOU serves to help guide the early investment opportunity that will improve local passenger rail services and operations, including Metrolink and Amtrak. The projects identified in the MOU will provide tremendous benefit to Orange County and the Southern California region in the short term by dramatically increasing track capacity and enhancing safety and passenger experience while addressing the ever growing need to increase transit capacity in the region and providing greater connectivity to the future HSR system.

Summary

The CHSRA, SCRRA, SANDAG, and SCAG and its member agencies are working collaboratively to ensure efficient and prioritized connections to the HSR system. To facilitate this effort, the agencies desire to enter into an MOU to outline the goals, roles, and responsibilities for potential early implementation projects within the region to be funded through the CHSRA via Proposition 1A and other sources as available.

Memorandum of Understanding with California High-Speed Rail Authority, Southern California Regional Rail Authority, San Diego Association of Governments, and Southern California Association of Governments and its Member Agencies for the California High-Speed Rail Project

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Attachments

- A. Draft Memorandum of Understanding By and Between California High-Speed Rail Authority (CHSRA); Southern California Association of Governments (SCAG); Los Angeles County Metropolitan Transportation Authority (Metro); Orange County Transportation Authority (OCTA); Riverside County Transportation Commission (RCTC); San Diego Association of Governments (SANDAG); San Bernardino Associated Governments (SANBAG); and Southern California Regional Rail Authority (Metrolink)
- B. Southern California, Draft – Potential Early Investment Projects that Support Development of the California High-Speed Train

Prepared by:



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Southern California

DRAFT - Potential Early Investment Projects that Support Development of the California High-Speed Train

Category	Projects					Criteria Framework for Project Selection											
	Code	Description	Rough Order of Magnitude Cost	Status	Details	Utility for Future HST System	Independent Utility	Connectivity to the HST System / Linkages	Capacity Increase by Double Tracking	PUC Hazara Analysis Ranking (Grade Crossing - Secn. 190 Formula)	Safety Improvements to Increase Speed (up to 110MPH)	Increased Speed	Funding Matches	Project Readiness	Fits Within Statutory Requirements for Funding	Local Minimum / Regional Benefit	
Grade Crossings / Safety Improvements	Syl-LA-S01	Bledsoe Street - Closure	\$2,000,000		Road crossing closure						√						
	Syl-LA-S02	Polk Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S03	Hubbard Avenue - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S04	Maclay Avenue - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S05	Brand Boulevard - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S06	Jessie Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S07	Paxton Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S08	Pierce Street - Closure	\$2,000,000		Road crossing closure						√						
	Syl-LA-S09	Osborne Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S10	Branford Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S11	Penrose Street - Closure	\$2,000,000		Road crossing closure						√						
	Syl-LA-S12	Sunland Boulevard - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S13	Arvilla Avenue - Closure	\$2,000,000		Road crossing closure						√						
	Syl-LA-S14	North Buena Vista Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S15	Sonora Avenue - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S16	Grandview Avenue - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S17	Flower Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S18	West Broadway / Brazil Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S19	Chevy Chase - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S20	Main Street - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√						
	Syl-LA-S21	Doran Street - Grade Separation	\$40,000,000	HST PE/Env	Corrects serious safety concerns New Grade Separation	√	√				√						
	Syl-LA-S22	Roxford Street	\$40,000,000	HST PE/Env	New Grade Separation	√	√				√						
	Syl-LA-S23	Sheldon Street - Grade Separation	\$40,000,000	HST PE/Env	New Grade Separation	√	√				√						
	Syl-LA-S24	Van Nuys Boulevard - Grade Separation	\$40,000,000	HST PE/Env	New Grade Separation	√	√				√						

Category	Projects				Criteria Framework for Project Selection											
	Code	Description	Rough Order of Magnitude Cost	Status	Details	Utility for Future HST System	Independent Utility	Connectivity to the HST System / Linkages	Capacity Increase by Double Tracking	PUC Hazard Analysis Ranking (Grade Crossing - Sec. 190 Formula)	Safety Improvements to Increase Speed (up to 110MPH)	Increased Speed	Funding Matches	Project Readiness	Fits Within Statutory Requirements for Funding	Local Minimum / Regional Benefit
Grade Crossings / Safety Improvements	Ana-LA-S01	Alondra Boulevard - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√					
	Ana-LA-S02	Carmenita Road - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√					
	Ana-LA-S03	Pioneer Boulevard - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√					
	Ana-LA-S04	Vermont - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√					
	Ana-LA-S05	South St. - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√					
	Ana-LA-S06	Broadway - X-ing Improvements	\$5,000,000		Crossing Improvements (4 quad gates to improve speed & safety)						√					
	Ana-LA-S07	Sycamore - Closure	\$2,000,000		Road crossing closure						√					
	Ana-LA-S08	Santa Ana - Closure	\$2,000,000		Road crossing closure						√					
	Ana-LA-S09	Rosecrans Ave / Marquardt Ave Grade Separation	\$150,000,000	Designed	PUC Rank #1 New Grade Separation	√	√			√	√					
	Ana-LA-S10	Norwalk Blvd / Los Nietos Rd - Grade Separation	\$40,000,000	Designed	PUC Rank #2 New Grade Separation	√	√			√	√					
	Ana-LA-S11	State College Blvd Grade Separation	\$70,000,000	Planning/PSR	PUC Rank # 48 Road Under	√	√			√	√					
	Ana-LA-S12	Ball Rd Grade Separation	\$78,000,000	Planning/PSR	Road Over	√	√				√					
	Ana-LA-S13	Orangethorpe Ave Grade Separation	\$90,000,000	Planning/PSR	Road Under	√	√				√					
	RIV-S01	McKinley Street (serves ML 91 & IEOC lines)	\$36,000,000	Planning	PUC Rank #3 New Grade Separation			√		√	√					
	RIV-S02	Jurupa Road Grade Separation (serves ML Riverside line)	\$74,000,000	Planning	PUC Rank #21 New Grade Separation			√		√	√					
	SUBTOTAL		\$820,000,000													
Capacity / Operational Improvements	Syl-LA-C01	Buena Vista to Sylmar Double Tracking	\$40,800,000			√	√		√			√				
	Syl-LA-C02	Glendale Slide Relocation	\$3,300,000			√	√		√							
	Syl-LA-C03	Glendale Station Redesign (coincides with Glendale Slide Relocation)	\$20,000,000						√							
	Ana-LA-C01	Union Station Run-Through Tracks	\$350,000,000			√	√					√				
	LA-C01	Raymer to Bernson double track	\$77,000,000	PE/Environ				√	√			√				
	LA-C02	Van Nuys Station Platform	\$40,000,000	PE/Environ				√								
	OC-C01	Laguna Niguel to San Juan Capistrano Passing Siding	\$30,000,000	Planning/Environ				√	√							
	OC-C02	Irvine 3rd Main Track Extension	\$75,000,000	Planning				√	√			√				
	SD-C01	San Onofre to Pulgas Double Track	\$66,000,000	PE/Environ/ Design	5.8 miles through Camp Pendleton (full amount shown, 62% funded)			√	√			√	√			

Category	Projects					Criteria Framework for Project Selection										
	Code	Description	Rough Order of Magnitude Cost	Status	Details	Utility for Future HST System	Independent Utility	Connectivity to the HST System / Linkages	Capacity Increase by Double Tracking	POC Hazard Analysis Ranking (Grade Crossing - Secn. 190 Formula)	Safety Improvements to Increase Speed (up to 110MPH)	Increased Speed	Funding Matches	Project Readiness	Fits Within Statutory Requirements for Funding	Local Minimum / Regional Benefit
Capacity / Operational Improvements	SD-C02	Eastbrook to Shell Double Track	\$45,000,000	PE/Environ	0.6 miles in Oceanside (full amount shown, 16% funded)			√	√			√	√			
	SD-C03	Sorrento Valley Double Track	\$0	Final Design	1.1 miles (shown as \$0 due to 100% funded @ \$34,000,000)			√	√			√	√			
	SD-C04	Oceanside Station Pass Thru Track (formally stub tracks)	\$0	Final Design	0.4 miles @ Oceanside station (shown at \$0 due to 100% funded @ \$18,000,000)			√	√			√	√			
	SD-C05	Los Penasquitos Bridge Replacement	\$20,000,000	Final Design	San Diego (unfunded)			√	√							
	SD-C06	Carlsbad Village Double Track	\$45,000,000	PE/Environ				√	√			√				
	SD-C07	San Elijo Lagoon Double Track	\$78,000,000	PE/Environ				√	√			√				
	SD-C08	Elvira to Morena Double Track	\$80,000,000	PE/Environ				√	√			√				
	SD-C09	San Dieguito Bridge Replacement/Double Track	\$110,000,000	PE/Environ				√	√			√				
	SD-C10	Sorrento to Miramar Ph 2	\$120,000,000	PE/Environ/ Design				√	√			√				
	SD-C11	Batiquitos Lagoon Bridge Replacement	\$20,000,000	Planning				√	√							
	SD-C12	Lagoon Bridge Replacements (tbd)	\$20,000,000	Planning				√	√							
	SD-C13	Tecolote to Friar Double Track	\$44,000,000	Planning				√	√			√				
		SUBTOTAL		\$1,284,100,000												
TOTALS			\$2,104,100,000													

DRAFT MOU

MEMORANDUM OF UNDERSTANDING CONTRACT # XXXXXX

BY AND BETWEEN

CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA);

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG);

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (Metro);

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA);

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC);

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG);

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG); and

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK),

COLLECTIVELY REFERRED TO HEREIN AS THE "PARTIES", FOR THE PREPARATION OF STUDY, DESIGN AND CONSTRUCTION OF HIGH-SPEED RAIL THROUGH THE SOUTHERN CALIFORNIA REGION, INCLUDING IDENTIFIED HIGH-SPEED RAIL CORRIDORS SOUTH OF BAKERSFIELD.

RECITALS:

Whereas, the California High-Speed Rail Authority (CHSRA) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system, providing more than 600,000 jobs and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, CHSRA, in partnership with the Federal Railroad Administration has completed and certified a Program EIR/EIS for a proposed California High-Speed Train (HST) network linking the major metropolitan areas of the State of California, and the HST system approved by the CHSRA includes corridors into and through Southern California; and

Whereas, the CHSRA's responsibility for planning, construction and operation of high-speed passenger train service in California is exclusively granted to CHSRA by PUC Section 185032.a.2; and

Whereas, the CHSRA is charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources (PUC section 185034(4)); and

Whereas, the CHSRA DRAFT 2012 Business Plan proposes to incrementally develop the HST utilizing a blended system and blended operations involving coordinated passenger rail system development and operations with existing passenger rail systems, and this emphasis reflects the recognition that a key to success in developing the statewide rail network, including the high-speed system, is in coordinated infrastructure development that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in local rail corridors to prepare for integrated service and operations and the CHSRA recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors, that increase speed, improve safety and efficiency, and create linkages between HST and local passenger rail service; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (RTP) and both the Southern California Association of Governments (SCAG) and the San Diego Association of Governments (SANDAG) are each charged with developing a RTP every four years for their respective regions to provide guidance for transportation investments within each region, and development of regional transportation strategies to address the regions' mobility needs; and

Whereas, SCAG adopted the 2008 RTP to identify the facilities, services and programs necessary to meet the SCAG region's travel needs through the year 2035, and that document recognizes the need for HSR ground transportation to serve these needs; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires subsequent RTPs to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and regional transportation system to improve access to jobs, education, healthcare, and regional amenities in ways that improve the overall quality of life in the region; and

Whereas, the DRAFT 2012 SCAG RTP identifies Phase 1 of the California High-Speed Rail program in the constrained plan to facilitate the development of HSR early investment projects in passenger rail corridors in the SCAG region and that the HST development objectives are consistent with achieving SB 375 goals to reduce greenhouse gas emissions by 8 percent per capita by 2020 and 16% by 2035; and

Whereas, SANDAG adopted the 2050 RTP on October 28, 2011, including a SCS, with similar transportation goals and including the Authority's Phase 2 Los Angeles to San Diego via Inland Empire HST corridor in its constrained plan and extensive capital and operations improvements along the San Diego segment of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, the nation's second busiest passenger rail corridor, and

Whereas, the CHSRA already had an MOU in place with SCAG, Metro , OCTA , RCTC, SANDAG, SANBAG , California Department of Transportation, Division of Rail, and the San Diego County Regional Airport

Authority that guide discussion and participation in the collaborative development of technical studies, sharing of technical information, and regional outreach coordination; and

Whereas, Metro, OCTA, SANDAG, SANBAG, RCTC and Metrolink are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in Los Angeles/Orange/Riverside/SANBAG/San Diego counties and are considering intermodal service integration, including linkages to the proposed HST service; and

Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between CHSRA and the Parties to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region-wide systems integration of rail service in Southern California; and

Whereas, the PARTIES also intend to communicate and coordinate with rail operators such as Metrolink, Amtrak, Burlington Northern & Santa Fe, Union Pacific Railroad and Caltrans' Division of Rail in the development and implementation of rail improvements and enhancements; and to include them in the California State Rail Plan.

Now, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

1. To collaboratively agree to the statement of purpose of the MOU in order to identify and move forward with a program of early investments in the regional and local rail systems to facilitate the blended approach as described in Chapter 2 of the CHSRA Draft 2012 Business plan regarding coordination of increasing interregional connectivity of the existing systems (rail, bus, airports, and highways).
2. Parties to this MOU agree to support improved rail operations in Southern California in a manner that is in keeping with the statutory requirements of Proposition 1A, and that prioritized projects supported by this MOU will emphasize the need to improve speed and operations into Southern California.

Parties to the MOU agree to collaboratively partner in delivering the California High-Speed Rail project to Southern California as a whole by supporting efforts to obtain funding, enhance stakeholder support, secure environmental clearance and all other aspects that will move the implementation of Proposition 1A and all its endeavors to achieve.

4. Parties to this MOU agree to collaboratively improve and increase community outreach in Southern California to improve community understanding and support of the HSRA Business Plan and proposed projects in Southern California.
5. This MOU establishes a framework for the recommendation of candidate improvement projects for consideration for funding and implementation. The framework includes the application of performance-based criteria to prioritize candidate projects, select projects for funding consideration, and a process for the Parties to achieve regional consensus on the projects to be recommended to CHSRA for funding. A subsequent project level MOU (or other agreement(s)

may be developed to specify the details of approved projects that implement the goals of this MOU.

6. The PARTIES agree to work together through the Southern California Passenger Rail Planning Coalition to develop, refine and update the project development and selection process for projects that may be funded in whole or in part by the CHSRA that will be reviewed and approved by the Regional Chief Executive Officer's Group, which is comprised of parties to this MOU.
7. The PARTIES have developed a list of candidate rail improvement and enhancement projects attached hereto as Attachment A. This list of projects will be further refined to prioritize these projects both according to their utility and extent that they achieve the goals identified in the CSHRA's 2012 Business Plan in implementing projects related to the "Blended Systems and Blended Operations" concept. The projects are consistent with the CHSRA's phased implementation strategy for developing the statewide High-Speed System. The candidate project list will be used to develop a "Prioritized Rail Improvement List "(PRIL) for a region-wide series of rail improvements and enhancements, including work on Phase 1 High-Speed Rail corridors and on feeder rail corridors that support the Blended Systems/Blended Operations model.
8. Attachment B details the performance criteria that will be used to review the candidate rail project list and refine the list through collaboration with the PARTIES to develop the PRIL. The PRIL will be completed, including approval of said list by all respective participating governing Boards of the PARTIES, by June, 2012.
9. The PRIL is intended to be incorporated into the California State Rail Plan as applicable.
10. PARTIES will utilize the PRIL to develop a specific funding plan, including investment by the California High-Speed Rail Authority, State and, and federal matching funds based upon an agreed strategy.
 - a. CHSRA will work with the other parties to the MOU to seek early approval and release of the \$950 million already committed to interregional service statewide.
 - b. CHSRA will commit an additional \$1 billion in unallocated Prop 1A funds to implement the PRIL projects that meet the performance criteria identified in Attachment B by 2020.
 - c. CHSRA will work with necessary funding partners (state, private, and federal) to assist in seeking and releasing the funds necessary to implement the PRIL projects. Local agencies may provide local funds, real property or in-kind resources as matching funds where matching funds are required to qualify for grant funding. PARTIES agree to work together to identify appropriate amounts and types of local resources that may be used to support a specific PRIL project.
 - d. CHSRA and appropriate local agencies will coordinate to obtain federal and private funding using a mutually agreed upon strategic approach. In the event that funding for the HST program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the CSHRA shall

notify the Parties in a timely manner of same and provide a statement of impact of such change on the prioritized candidate list.

11. In the event that the funding provided for under this MOU is not approved by the CHSRA by 2020, the MOU is deemed to be terminated effective thirty (30) days upon notice by CHSRA.

12. Any non-CHSRA Party may withdraw from this MOU at any time prior to notice of a grant award for a PRIL project by giving notice to the other parties of the MOU of such termination (including the effective termination date) at least thirty (30) calendar days before the effective date of such termination.

13. If through any cause, the CHSRA shall fail to fulfill in a timely and proper manner its obligations under this MOU regarding approval of the prioritized candidate list or the PRIL, the other parties to the MOU shall thereupon have the right to withdraw from the MOU by giving not less than thirty (30) days written notice of the intent to terminate and specifying the effective date thereof.

DRAFT



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Consideration of Resolution Supporting the Blended
Approach to Development of High-Speed Rail in Southern
California**

Attachment B

RESOLUTION NO. 2012-020

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**AUTHORIZING THE BLENDED APPROACH TO DEVELOPMENT OF
HIGH-SPEED RAIL IN SOUTHERN CALIFORNIA**

WHEREAS, the California High Speed Rail Authority (CHSRA) is responsible for planning, building, and maintaining an 800-mile statewide High-Speed Rail (HSR) system; and

WHEREAS, in 2007 the CHSRA certified a Program Environmental Impact Report/Environmental Impact Statement for a proposed statewide HSR system; and

WHEREAS, the CHSRA is currently pursuing project level environmental clearance on the segment from Orange County to Los Angeles; and

WHEREAS, the CHSRA's responsibility for planning, construction and operation of high-speed passenger train service in California is exclusively granted to CHSRA by Public Utilities Code Section 185032.a.2; and

WHEREAS, the CHSRA Draft 2012 Business Plan proposes to incrementally develop the HSR utilizing a blended system and blended operations involving coordinated passenger rail development and operations with existing passenger rail systems, and this emphasis reflects the recognition that a key to success in developing the statewide rail network, including a future HSR system, is in coordinated infrastructure development that improves, enhances, and expands the integration of HSR and regional/local passenger rail systems; and

WHEREAS, this blended approach requires a series of incremental investments in local rail corridors to prepare for integrated service and operations and the CHSRA recognizes the need for a collaborative effort with regional and local agencies to identify early investment improvements along existing rail corridors, that increase speed, improve safety and efficiency, and create linkages between the planned HSR system and local passenger rail service; and

WHEREAS, Orange County Transportation Authority (OCTA) is responsible for planning, funding, construction, and/or operation of rail transit and bus service in Orange County; and

WHEREAS, OCTA is further responsible for representing Orange County interests in the development and expansion of existing and new services that impact Orange County, including the proposed HSR system; and

WHEREAS, it is prudent for OCTA to be actively involved with the CHSRA in the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HSR corridors for future HSR operation to achieve region-wide systems integration of rail service in Orange County and the Southern California Region; and

WHEREAS, OCTA has been actively participating in the development of guiding policies and candidate projects for early investment related to the “blended approach”; and

WHEREAS, OCTA desires to work collaboratively towards the advancement of the blended approach for any future HSR system; and

WHEREAS, OCTA further desires to collaboratively partner in delivering the California HSR project to Southern California by supporting efforts to obtain funding, enhance stakeholder support, secure environmental clearance, and other aspects that will accelerate the implementation of proposed projects in Southern California; and

WHEREAS, OCTA has been working with CHSRA and will continue to work collaboratively to increase community outreach in Southern California to improve community understanding of the proposed projects in Southern California;

WHEREAS, OCTA is supportive of the CHSRA efforts to direct additional Proposition 1A funds to implement early investment in the blended approach;

Now, Therefore be it resolved, that the OCTA supports the blended approach to developing the HSR system in Southern California; and

That the Board of Directors hereby directs staff to actively participate and partner with the CHSRA, the Southern California Associated Governments and other regional partners in the development of the blended approach to HSR implementation and to pursue early investment opportunities in Southern California.

ADOPTED, SIGNED, AND APPROVED this _____ day of _____, 2012.

AYES:

NOES:

ABSENT:

ATTEST:

Wendy Knowles
Clerk of the Board

Paul G. Glaab, Chair
Orange County Transportation Authority

OCTA Resolution No. 2012-020



ORANGE COUNTY TRANSPORTATION AUTHORITY

**Consideration of Resolution Supporting the Blended
Approach to Development of High-Speed Rail in Southern
California**

Handout

ITEM 12

REVISED ATTACHMENT B

RESOLUTION NO. 2012-020

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**~~AUTHORIZING~~ SUPPORTING THE BLENDED APPROACH TO DEVELOPMENT
OF ~~_____~~ HIGH-SPEED RAIL IN SOUTHERN CALIFORNIA**

WHEREAS, the California High Speed Rail Authority (CHSRA) is responsible for planning, building, and maintaining an 800-mile statewide High-Speed Rail (HSR) system; and

WHEREAS, in 2007 the CHSRA certified a Program Environmental Impact Report/Environmental Impact Statement for a proposed statewide HSR system; and

WHEREAS, the CHSRA is currently pursuing project level environmental clearance on the segment from Orange County to Los Angeles; and

WHEREAS, the CHSRA's responsibility for planning, construction and operation of high-speed passenger train service in California is exclusively granted to CHSRA by Public Utilities Code Section 185032.a.2; and

WHEREAS, the CHSRA Draft 2012 Business Plan proposes to incrementally develop the HSR utilizing a blended system and blended operations involving coordinated passenger rail development and operations with existing passenger rail systems, and this emphasis reflects the recognition that a key to success in developing the statewide rail network, including a future HSR system, is in coordinated infrastructure development that improves, enhances, and expands the integration of HSR and regional/local passenger rail systems; and

WHEREAS, this blended approach requires a series of incremental investments in local rail corridors to prepare for integrated service and operations and the CHSRA recognizes the need for a collaborative effort with regional and local agencies to identify early investment improvements along existing rail corridors, that increase speed, improve safety and efficiency, and create linkages between the planned HSR system and local passenger rail service; and

WHEREAS, Orange County Transportation Authority (OCTA) is responsible for planning, funding, construction, and/or operation of rail transit and bus service in Orange County; and

WHEREAS, OCTA is further responsible for representing Orange County interests in the development and expansion of existing and new services that impact Orange County, including the proposed HSR system; and

WHEREAS, it is prudent for OCTA to be actively involved with the CHSRA in the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HSR corridors for any future HSR operation to achieve region-wide systems integration of rail service in Orange County and the Southern California Region; and

WHEREAS, OCTA has been actively participating in the development of guiding policies and candidate projects for early investment related to the “blended approach”; and

WHEREAS, OCTA desires to work collaboratively towards the advancement of the blended approach to improved rail service in Southern California, recognizing that concerns about compliance with Proposition 1A for these investments and the financial viability of any future HSR system still require analysis and response for any future HSR system; and

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WHEREAS, OCTA further desires to collaboratively partner in delivering the California HSR project improved passenger rail service to Southern California by supporting efforts to obtain funding, enhance stakeholder support, secure environmental clearance, and other aspects that will accelerate the implementation of proposed projects in Southern California; and

WHEREAS, OCTA has been working with CHSRA and will continue to work collaboratively to increase community outreach in Southern California to improve community understanding of the proposed projects in Southern California;

WHEREAS, OCTA is supportive of the CHSRA efforts to direct additional Proposition 1A funds to implement early investment in the blended approach;

Now, Therefore be it resolved, that the OCTA supports the blended approach to developing the a higher speed passenger rail HSR system in Southern California; and

That the Board of Directors hereby directs staff to actively participate and partner with the CHSRA, the Southern California Associated Governments and other regional partners in the development of the a blended approach to higher speed rail HSR implementation and to pursue early investment opportunities for improved passenger rail services in Southern California.

ADOPTED, SIGNED, AND APPROVED this _____ day of _____, 2012.

AYES:

NOES:

ABSENT:

ATTEST:

Wendy Knowles
Clerk of the Board

Paul G. Glaab, Chair
Orange County Transportation Authority

OCTA Resolution No. 2012-020