



*BOARD COMMITTEE TRANSMITTAL*

**February 14, 2011**

**To:** Members of the Board of Directors  
*WK*  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Measure M2 Project T Program Guideline Modifications

Transit Committee Meeting of February 10, 2011

**Present:** Directors Bankhead, Dalton, Glaab, Nguyen, Pulido, Tait, and Winterbottom  
**Absent:** None

***Committee Vote***

This item was passed by all Committee Members present.

Director Bankhead abstained from voting on this item.

Director Glaab was not present to vote on this item.

***Committee Recommendation***

Approve modifications to the Measure M2's Project T Guidelines as presented.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Measure M2 Project T Program Guideline Modifications**

### **Staff Report**



**February 10, 2011**

**To:** Transit Committee

**From:** Will Kempton, Chief Executive Officer

A handwritten signature in black ink, appearing to read "Will Kempton", is written over the "From:" line and extends to the right.

**Subject:** Measure M2 Project T Program Guideline Modifications

### **Overview**

In January 2009, the Board of Directors approved funding guidelines and a call for projects for Measure M2's Project T (Convert Metrolink Stations to Regional Gateways). This competitive transit program provides funding to convert key Metrolink stations to regional gateways that connect to planned future high-speed rail systems. Modifications to the approved guidelines are recommended to clarify the intent of the guidelines. The modifications to the guidelines are being presented for approval.

### **Recommendation**

Approve modifications to the Measure M2's Project T Guidelines as presented.

### **Background**

Twenty-five percent of Measure M2 (M2) net revenues are available for the development and implementation of a countywide transit program that will enhance the public transportation system in Orange County. Four of the six new M2 transit program elements are proposed for competitive calls for projects consistent with the M2 Ordinance. The competitive transit programs include: Project S (Transit Extensions to Metrolink), Project T (Convert Metrolink Stations to Regional Gateways), Project V (Community Based Transit/Circulators), and Project W (Safe Transit Stops). To date, guidelines have been developed and approved by the Orange County Transportation Authority (OCTA) Board of Directors (Board) for Projects S and T.

### **Discussion**

In January 2009, the Board approved the Project T funding guidelines. Included in the approval of the guidelines was the direction for staff to issue a call for projects for eligible local agencies. Applications were submitted by four

agencies. Staff developed programming recommendations based on the approved guidelines. These programming recommendations were approved by the Board in April 2009.

At the January 13, 2011 Transit Committee meeting, Director Nelson raised concerns regarding consistency of the funding guidelines compared to the M2 Ordinance for Project T. In response, the Transit Committee directed staff to update the guidelines to make them consistent with the language contained in the M2 Ordinance. On January 27, 2011, OCTA's General Counsel transmitted to the Board a memo advising the Board to consider "amending the guidelines to eliminate any possible inconsistency or ambiguity as to whether the relocation of a Metrolink station will qualify for Project T funding" (Attachment A). Staff, in consultation with OCTA's General Counsel, has developed modifications in accordance with the Transit Committee's direction (Attachment B).

The changes consist primarily of adjustments to the "Objectives" section of the guidelines. The original statement made in this section indicated that the purpose of the program was to "modify existing Metrolink stations to accommodate future high speed rail service." This is now revised to state the purpose is to "convert Metrolink stations to regional gateways that connect Orange County with planned future high-speed rail systems." Changes were also made to the "Eligibility Requirements" section. This has been adjusted to follow the language used in the M2 Ordinance.

In addition, a concern has been raised about the aesthetics category in the "Project Participation Categories" section of the guidelines. OCTA's General Counsel has advised that adjustments should be considered in this section as well. Staff has made proposed adjustments to the section to clarify the meaning of the term "aesthetics." The language has been modified to specify that "aesthetics" is defined as landscaping, non-standard lighting, and on-site signage, and these costs are limited to 10 percent of the Project T Measure M funds.

### ***Summary***

In January 2009, the Board approved the Project T funding guidelines. On January 13, 2011, the Transit Committee directed staff to develop modifications to the language of the Project T funding guidelines to align with the intent of the program as detailed in the M2 Ordinance. The proposed modifications are presented for review and approval.

**Attachments**

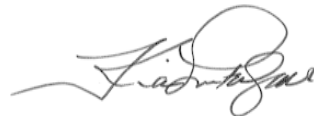
- A. Memorandum from Ken Smart, dated January 27, 2011, Measure M2 Project T Funding Guidelines
- B. Chapter 5 – Metrolink Gateways (Project T) – Revised

**Prepared by:**



Roger Lopez  
Manager, Local Measure M Programs  
(714) 560-5438

**Approved by:**



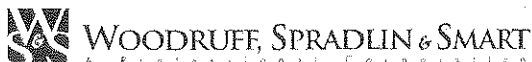
Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Measure M2 Project T Program Guideline Modifications**


### **Attachment A**



WOODRUFF, SPRADLIN & SMART  
A PROFESSIONAL CORPORATION  
555 ANTON BOULEVARD, SUITE 1200  
COSTA MESA, CA 92626-7670  
(714) 558-7000

MEMORANDUM

TO: Board of Directors  
Orange County Transportation Authority

FROM: Ken Smart 

DATE: January 27, 2011

RE: Measure M2 Project T Funding Guidelines

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On January 13, 2011, as part of a Transit Committee meeting, Director Nelson asked whether the proposed Anaheim Regional Transportation Intermodal Center (ARTIC) project qualifies for Measure M2 Project T funding, based on the Board approved Project T Funding Guidelines (“Guidelines”).

I believe Director Nelson has identified a possible issue as to whether ARTIC qualifies for Project T funding. I recommend that the Board of Directors amend the Project T Funding Guidelines to clarify its intent as to the requirements for Project T funding.

BACKGROUND

Measure M2 includes funding for “Project T: Convert Metrolink Station(s) to Regional Gateways that Connect Orange County with High-Speed Rail Systems”. A copy of the Project T., including the Description, is attached as Attachment 1.

On January 26, 2009 the Board of Directors approved the Guidelines, copy attached as Attachment 2. The purpose of the Guidelines is to provide guidance to eligible jurisdictions that may consider applying for Project T funding. This is a competitive transit program and the Guidelines detail eligibility requirements, funding estimates, selection criteria, application process and other matters related to this M2 transit program.

Director Nelson pointed out that the Guidelines’ Objectives include: “Modify existing Metrolink stations to accommodate high-speed rail service”. The City of Anaheim’s proposal for the ARTIC station includes improvements necessary to connect planned high-speed rail systems (the California High Speed Rail System’s planned southern terminus is Anaheim), but ARTIC includes the relocation of the current Metrolink station from the west side of SR 57 to the east side of SR 57, as well as the modification of the current Metrolink station’s platform to connect with the proposed ARTIC platform. Director Nelson questions whether the Guidelines authorize Project T funding for relocation of a Metrolink station when the Guidelines state that the Project T objective is to “modify existing Metrolink stations.” (emphasis added)

I believe that the language of the Guidelines creates unnecessary ambiguity as to whether the relocation of a station or the extensive modification of the current Anaheim Metrolink station qualify for Project T funding under the Guidelines.

The controlling document is Ordinance No. 3, which is Measure M2. The Renewed Measure M Transportation Investment Plan, a part of Measure M2, states that Project T provides funding to "convert" Metrolink stations to regional gateways that connect Orange County to high-speed rail systems (Attachment No. 1).

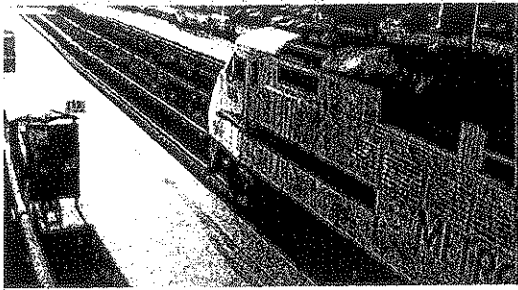
The Board of Directors adopted the Guidelines as guidance for eligible jurisdictions. The Guidelines must be consistent with the language of Measure M2, although the Guidelines may expand and explain the Board's intent and process in approving applications for Project T funding. The Board is authorized to amend or revise the Guidelines from time to time as it determines to be appropriate.

In this case I believe it is appropriate for the Board of Directors to consider amending the Guidelines to eliminate any possible inconsistency or ambiguity as to whether the relocation of a Metrolink station will qualify for Project T funding. I believe the relocation of a Metrolink station is reasonably within the meaning of "convert" a Metrolink station, if the Board desires to authorize funding for a project that includes relocation of a Metrolink station to accommodate connection with a future planned high-speed rail system.

It is my understanding that staff intends to present a recommended revision to the Guidelines to eliminate the possible question as to whether the relocation of a Metrolink station, including the City of Anaheim's ARTIC project, qualifies for Project T funding. The proposed revised Project T Funding Guidelines are scheduled for consideration by the Transit Committee on February 10<sup>th</sup> and the Board of Directors on February 14<sup>th</sup>.

cc: Will Kempton





## Transit Projects

### Metrolink Gateways

#### Expand Mobility Choices for Seniors and Persons with Disabilities

a competitive process and no single project may be awarded all of the funds under this program.

These connections may include a variety of transit technologies such as conventional bus, bus rapid transit or high capacity rail transit systems as long as they can be fully integrated and provide seamless transition for the users.

**Cost:**

The estimated cost to implement this program over thirty years is \$1,000.0 million.

### Project **T**

#### Convert Metrolink Station(s) to Regional Gateways that Connect Orange County with High-Speed Rail Systems

**Description:**

This program will provide the local improvements that are necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route.

The State of California is currently planning a high-speed rail system linking northern and southern California. One line is planned to terminate in Orange County. In addition, several magnetic levitation (MAGLEV) systems that would connect Orange County to Los Angeles and San Bernardino Counties, including a link from Anaheim to Ontario airport, are also being planned or proposed by other agencies.

**Cost:**

The estimated Measure M share of the cost for these regional centers and connections is \$226.6 million.

### Project **U**

#### Expand Mobility Choices for Seniors and Persons with Disabilities

**Description:**

This project will provide services and programs to meet the growing transportation needs of seniors and persons with disabilities as follows:

- One percent of net revenues will stabilize fares and provide fare discounts for bus services, specialized ACCESS services and future rail services
- One percent of net revenues will be available to continue and expand local community van service for seniors through the existing Senior Mobility Program
- One percent will supplement existing countywide senior non-emergency medical transportation services

Over the next 30 years, the population age 65 and over is projected to increase by 93 percent. Demand for transit and specialized transportation services for seniors and persons with disabilities is expected to increase proportionately.

**Cost:**

The estimated cost to provide these programs over 30 years is \$339.8 million.





## **Chapter 5 – Metrolink Gateways (Project T)**

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### **Overview**

This M2 program establishes a competitive process for local jurisdictions to convert Metrolink stations into regional gateways for enhanced operations related to high-speed rail service. Projects must meet specific criteria in order to compete for funding through this program. In addition, local agencies will be required to demonstrate the ability to fully fund operations on an ongoing basis using non-OCTA resources. Public-private partnerships<sup>1</sup> are encouraged but not required.

### **Objectives**

- Modify existing Metrolink stations to accommodate high speed rail service
- Expand multi-modal transit options for regional travel
- Deliver infrastructure in the initial phase of high speed rail implementation where feasible

### **Project Participation Categories**

Multi-modal transit facilities provide expanded transportation options for regional and long distance travel. These "hubs" provide a vital link in the mobility chain. Availability of viable stations is a critical consideration for high speed rail service implementation. Each host community has unique needs and expectations related to high-speed rail systems. Conditions will differ from one location to the next and projects pursued under this program have significant latitude in how they address the challenge of delivering supporting facilities for high speed rail services. The program categories listed below identify key project elements that can be pursued through the Project T funding source. Public-private partnerships and local funding sources may be used to leverage these elements.

- Station and passenger facilities necessary to support planned high-speed rail system<sup>2</sup>
- Parking structures related to expanded high-speed rail service
- Track improvements (e.g., track, switching, signal equipment)
- Traffic control enhancements for ingress/egress from public roadways
- Aesthetics limited to 10% of the Measure M funds (i.e., landscaping, non-standard lighting, on-site signage)
- On-site public art expenses limited to one percent of Measure M funds in order to improve the appearance and safety of the facility
- Off-site improvements cannot exceed 5% of Measure M funding request<sup>3</sup>
- Bond financing costs
- Construction Management (not to exceed 15% of construction cost)



Commercial facilities that are not transit related are not eligible for Measure M funds.

### Eligibility Requirements

Minimum eligibility and participation requirements must be considered before a project funding application should be submitted. Adherence to strict funding guidelines is required by the Ordinance. Additional standards have been established to provide assurance that M2 funds are spent in the most prudent, effective manner. There is no guarantee that funding will be approved during a particular call for projects. If no acceptable project is identified during a funding cycle, a subsequent call for projects will be scheduled at an appropriate time.

- Station must be identified in constrained or unconstrained chapters of the 2008 Regional Transportation Plan for the initial M2 funding cycle
- Agency must demonstrate sufficient funding for first five years of operation with financial plan outlining funding strategy for ongoing operations and maintenance (cannot include OCTA funding sources)
- Project applications must be for complete projects (environmental clearance through construction)
- Project application must meet minimum competitive score to be deemed eligible and "of merit" (as determined by OCTA Board of Directors)
- Capital improvements must adhere to public bidding requirements
- Complete applications must be approved by the applicant City Council prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration
- Applicant must be eligible to receive Measure M funding (established on an annual basis) to participate in this program

### Funding Estimates

The program will make an estimated \$186 million (nominal dollars) available during the initial 21 year period of the program (Fiscal Year 2011 through 2031). For the initial call for projects, bonds will be issued in fiscal year (FY) 2011 and FY 2012, making the maximum net programming amount of \$82.3 million available after deducting for bond costs. Funding for the remaining nine-year period of M2 will not be programmed until a future call for projects is warranted. This approach provides a hedge against economic uncertainty and preserves funding for future system expansion.

## **Chapter 5 – Metrolink Gateways (Project T)**

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### **Selection Criteria**

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on projects with firm funding commitments and overall project readiness as shown on Table 5-1. In addition, projects will be evaluated based upon existing and future transit usage, intermodal connectivity, and community land use attributes. Although match funding is not required, projects that leverage M2 funds with at least 10% from other sources are encouraged and will be more competitive.

### **Application Process**

Project allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal as outline below.

- Complete information application
- Provide funding/operations plan
- Allocations subject to Master funding agreement

A call for projects for the initial funding cycle was issued in January 2009. The need for a future call will be determined by the OCTA Board of Directors. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

The funding plan shall include, at a minimum, the following information:

- Financials (Funding needs, match funding availability, operations funding assurances, public-private partnership arrangements, bond financing projections)
- Project development and implementation schedule
- High speed rail ridership projections
- Any additional information deemed relevant by the applicant

Applications will be reviewed by the Authority for consistency, accuracy and concurrence. Once applications have been completed in accordance with the program requirements, the projects will be scored, ranked and submitted to the T2020 Committee and Board of Directors for consideration and funding approval.

The final approved application (including Financial Plan) will serve as the basis for any funding agreement required under the program.

## **Chapter 5 – Metrolink Gateways (Project T)**

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### **Reimbursements**

This program is administered on a reimbursement basis for capital improvements, planning design, right of way acquisition, and related bond financing costs. Reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and Consistent with master funding agreement.

### **Status Reports**

Projects selected for funding will be subject to submittal of an annual financial plan update in order to receive project reimbursement payments during the following fiscal year. The updated financial plan will be due as a supplement to the annual Measure M eligibility process (typically due on June 30<sup>th</sup>).

### **Project Cancellation**

Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited (except where necessitated to bring the current phase to a logical conclusion). Right of way acquired for projects which are cancelled prior to construction will require repayment to the contributing funding program(s) within a reasonable time as determined by the OCTA Board of Directors.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

### **Audits**

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by OCTA Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board of Directors.

Proceeds from the sale of excess right of way acquired with program funding must be paid back to the project fund as described in the master funding agreement.



### Application Guidelines

Funding allocations provided through M2 are determined through a competitive application process. Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable an adequate evaluation of the application. Each jurisdiction is provided broad latitude in formatting, content and approach. However, key elements described below must be clearly and concisely presented to enable timely and accurate assessment of the project.

### Financial Details

Each candidate project must include all phases through construction of facilities and implementation of service. The financial plan will include, at a minimum, the following information:

- Estimated project cost for each phase of development (planning, environmental, permitting, design, right of way acquisition, construction, and project oversight)
- Funding request for each phase of project implementation with match funding amounts and sources clearly identified
- Realistic project schedule for each project phase
- Demonstrated financial commitments for match funding and ongoing operations (through first five years of operation)
- Discussion of contingency planning for revenue shortfalls
- Revenue projections and methodology where on-site commercial activity or advertising revenue is expected to support implementation and/or operations costs
- Right of way status and strategy for acquisition
- Revenue sharing proposals (where applicable)

### Technical Attributes

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following site-specific data will be included and fully discussed in the application:

- Current employment estimates within five mile radius of project site (cite reference)
- Freeway lane miles with five mile radius of site (provided by OCTA upon request)



## Chapter 5 – Metrolink Gateways (Project T)

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- Planned job density within 1,500' radius of project boundary based upon current General Plan
- Planned housing density within 1,500' radius of project boundary based upon current General Plan
- Daily transit boardings within five mile radius of project boundary (include rail and fixed route bus/shuttle)
- Daily transit boardings growth within five mile radius of project boundary with projection methodology fully presented for opening day operations
- Description of all transit modes serviced by the site at time of application
- Discussion of new transit modes (including high speed rail) served by the site as a result of proposed project (opening day)
- Service coordination plan (how will proposed project facilitate transfer between transit services?)

### Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

**Council Resolution:** A Council Resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

**Lease/Cost Sharing Agreements:** Copies of leases, cost sharing (match funding), and/or land dedication documents. Confidential agreements may be included by reference when accompanied by affidavit from City Treasurer or Finance Director.

**Project Documentation:** If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

<sup>1</sup> Public-private partnerships are defined as direct financial contributions or right of way dedications for eligible program activities.

<sup>2</sup> Program should not build retail or other leasable space. Mixed Use and TOD elements will be the responsibility of others.

<sup>3</sup> "Off-site" improvements adjacent to the project site such as monumentation, traffic control, etc.

# Chapter 5 – Metrolink Gateways (Project T)



TABLE 5-1

Point Breakdown for Metrolink Gateways (Project T)  
Maximum Points = 100

Financial Commitment (30 points)		Transit Usage (20 points)	
<b>Total Project Cost (Information only)</b>		<b>Existing transit boardings (within 5 miles)</b>	
\$ (capital)	(No Points)	>75,000 a day	4 points
		50,000 to 75,000 a day	3 points
<b>Percent of M2 for capital</b>		25,000 to 49,000 a day	2 points
50% or less	16 points	<25,000 a day	1 point
51% to 65%	12 points		
66% to 80%	8 points	<b>Transit boardings growth (within 5 miles)</b>	
81% to 90%	4 points	>20,000 daily increase	8 points
<b>Level of commitment from private partners</b>		15,000 to 20,000 daily increase	6 points
Investment agreement (binding)	8 points	10,000 to 14,900 daily increase	4 points
Commitment letters	2 points	<10,000 daily increase	2 points
<b>OCTA concurrence with financial assumptions/analysis</b>		<b>Consistent ridership projections</b>	
Yes	6 points	100% to 110% of OCTAM*	
No	0 points	111% to 120% of OCTAM	
		121% to 140% of OCTAM	
		*Projections below OCTAM get 8 points	
Readiness (20 points)		Intermodal Connections (16 points)	
<b>High-speed rail system status</b>		<b>Number of current transit modes provided</b>	
In constrained 2008 RTP	10 points	>6	5 points
Added in unconstrained RTP	2 points	4 to 6	3 points
		<4	1 point
<b>Land acquired for total project</b>		<b>Future increase in the number of transit modes</b>	
Yes	5 points	>5 added	10 points
No	0 points	3 to 5 added	6 points
<b>Project design status</b>		<3 added	2 points
Design complete	5 points	<b>OCTA concurrence with intermodal analysis</b>	
Environmental complete	3 points	Yes	3 points
PSR equivalent complete	1 point	No	0 points
Regional Markets / Land Use (12 points)			
<b>Adjacent freeway lane miles (within five miles)</b>			
>500 lane miles	3 points		
400 to 500 lane miles	2 points		
<400 lane miles	1 point		
<b>Current employment (within 5 miles)</b>			
>350,000	3 points		
200,000 to 350,000	2 points		
<200,000	1 point		
<b>Planned job density within 1,500 feet</b>			
>2.0 avg. floor area ratio	3 points		
1.5 to 2.0 avg. floor area ratio	2 points		
<1.5 avg. floor area ratio	1 point		
<b>Planned housing density within 1,500 feet</b>			
>35 dwelling units/acre			
20 to 35 dwelling units/acre			
<20 dwelling units/acre			

\* OCTAM - Orange County Transportation Analysis Model





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**ORANGE COUNTY TRANSPORTATION AUTHORITY**

## **Measure M2 Project T Program Guideline Modifications**

### **Attachment B**



## Chapter 5 – Metrolink Gateways (Project T) - Revised

### Overview

This M2 program establishes a competitive process for local jurisdictions to convert Metrolink stations into regional gateways for enhanced operations related to high-speed rail service. Projects must meet specific criteria in order to compete for funding through this program. In addition, local agencies will be required to demonstrate the ability to fully fund operations on an ongoing basis using non-OCTA resources. Public-private partnerships<sup>1</sup> are encouraged but not required.

### Objectives

- ~~Modify existing Metrolink stations to accommodate high speed rail service~~
- Convert Metrolink stations(s) to regional gateways that connect Orange County with planned future high-speed rail systems.
- ~~Expand multi-modal transit options for regional travel~~
- Deliver infrastructure in the initial phase of high speed rail implementation where feasible improvements that are necessary to connect planned future high-speed rail systems to stations(s) on the Orange County Metrolink route.

### Project Participation Categories

Multi-modal transit facilities provide expanded transportation options for regional and long distance travel. These "hubs" provide a vital link in the mobility chain. Availability of viable stations is a critical consideration for high speed rail service implementation. Each host community has unique needs and expectations related to high-speed rail systems. Conditions will differ from one location to the next and projects pursued under this program have significant latitude in how they address the challenge of delivering supporting facilities for high speed rail services. Converting a station may include modifying and/or relocating the station. The program categories listed below identify key project elements that can be pursued through the Project T funding source. Public-private partnerships and local funding sources may be used to leverage these elements.

- Station and passenger facilities necessary to support planned high-speed rail system<sup>2</sup>
- Parking structures related to expanded high-speed rail service
- Track improvements (e.g., track, switching, signal equipment)
- Traffic control enhancements for ingress/egress from public roadways
- Aesthetics limited to 10% of the ~~Measure M~~ Project T funds (i.e., specifically limited to: landscaping, non-standard lighting, and on-site signage)



## **Chapter 5 – Metrolink Gateways (Project T) - Revised**

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- On-site public art expenses limited to one percent of Measure M funds in order to improve the appearance and safety of the facility
- Off-site improvements cannot exceed 5% of Measure M funding request<sup>3</sup>
- Bond financing costs
- Construction Management (not to exceed 15% of construction cost)

Commercial facilities that are not transit related are not eligible for Measure M funds.

### **Eligibility Requirements**

Minimum eligibility and participation requirements must be considered before a project funding application should be submitted. Adherence to strict funding guidelines is required by the Ordinance. Additional standards have been established to provide assurance that M2 funds are spent in the most prudent, effective manner. There is no guarantee that funding will be approved during a particular call for projects. If no acceptable project is identified during a funding cycle, a subsequent call for projects will be scheduled at an appropriate time.

- Station must be included as part of a planned future high-speed rail system
- Station must be identified in constrained or unconstrained chapters of the 2008 Regional Transportation Plan for the initial M2 funding cycle
- Agency must demonstrate sufficient funding for first five years of operation with financial plan outlining funding strategy for ongoing operations and maintenance (cannot include OCTA funding sources)
- Project applications must be for complete projects (environmental clearance through construction)
- Project application must meet minimum competitive score to be deemed eligible and "of merit" (as determined by OCTA Board of Directors)
- Capital improvements must adhere to public bidding requirements
- Complete applications must be approved by the applicant City Council prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration
- Applicant must be eligible to receive Measure M funding (established on an annual basis) to participate in this program

### **Funding Estimates**

The program will make an estimated \$186 million (nominal dollars) available during the initial 21 year period of the program (Fiscal Year 2011 through 2031). For the initial call for projects, bonds will be issued in fiscal year (FY) 2011 and FY 2012, making the maximum net programming amount of \$82.3 million available after deducting for bond



costs. Funding for the remaining nine-year period of M2 will not be programmed until a future call for projects is warranted. This approach provides a hedge against economic uncertainty and preserves funding for future system expansion.

### **Selection Criteria**

Specific selection criteria will be used to evaluate competitive program project applications. Emphasis is placed on projects with firm funding commitments and overall project readiness as shown on Table 5-1. In addition, projects will be evaluated based upon existing and future transit usage, intermodal connectivity, and community land use attributes. Although match funding is not required, projects that leverage M2 funds with at least 10% from other sources are encouraged and will be more competitive.

### **Application Process**

Project allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal as outline below.

- Complete information application
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A call for projects for the initial funding cycle was issued in January 2009. The need for a future call will be determined by the OCTA Board of Directors. Complete project applications must be submitted by the established due date to be considered eligible for consideration.

The funding plan shall include, at a minimum, the following information:

- Financials (Funding needs, match funding availability, operations funding assurances, public-private partnership arrangements, bond financing projections)
- Project development and implementation schedule
- High speed rail ridership projections
- Any additional information deemed relevant by the applicant

Applications will be reviewed by the Authority for consistency, accuracy and concurrence. Once applications have been completed in accordance with the program requirements, the projects will be scored, ranked and submitted to the T2020 Committee and Board of Directors for consideration and funding approval.

## **Chapter 5 – Metrolink Gateways (Project T) - Revised**



The final approved application (including Financial Plan) will serve as the basis for any funding agreement required under the program.

### **Reimbursements**

This program is administered on a reimbursement basis for capital improvements, planning design, right of way acquisition, and related bond financing costs. Reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and Consistent with master funding agreement.

### **Status Reports**

Projects selected for funding will be subject to submittal of an annual financial plan update in order to receive project reimbursement payments during the following fiscal year. The updated financial plan will be due as a supplement to the annual Measure M eligibility process (typically due on June 30<sup>th</sup>).

### **Project Cancellation**

Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited (except where necessitated to bring the current phase to a logical conclusion). Right of way acquired for projects which are cancelled prior to construction will require repayment to the contributing funding program(s) within a reasonable time as determined by the OCTA Board of Directors.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

### **Audits**

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by OCTA Internal Audit department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board of Directors.

Proceeds from the sale of excess right of way acquired with program funding must be paid back to the project fund as described in the master funding agreement.



### **Application Guidelines**

Funding allocations provided through M2 are determined through a competitive application process. Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable an adequate evaluation of the application. Each jurisdiction is provided broad latitude in formatting, content and approach. However, key elements described below must be clearly and concisely presented to enable timely and accurate assessment of the project.

### **Financial Details**

Each candidate project must include all phases through construction of facilities and implementation of service. The financial plan will include, at a minimum, the following information:

- Estimated project cost for each phase of development (planning, environmental, permitting, design, right of way acquisition, construction, and project oversight)
- Funding request for each phase of project implementation with match funding amounts and sources clearly identified
- Realistic project schedule for each project phase
- Demonstrated financial commitments for match funding and ongoing operations (through first five years of operation)
- Discussion of contingency planning for revenue shortfalls
- Revenue projections and methodology where on-site commercial activity or advertising revenue is expected to support implementation and/or operations costs
- Right of way status and strategy for acquisition
- Revenue sharing proposals (where applicable)

### **Technical Attributes**

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2. Merit will be demonstrated through technical attributes and industry standard methodologies. The following site-specific data will be included and fully discussed in the application:

- Current employment estimates within five mile radius of project site (cite reference)

## **Chapter 5 – Metrolink Gateways (Project T) - Revised**



- Freeway lane miles with five mile radius of site (provided by OCTA upon request)
- Planned job density within 1,500' radius of project boundary based upon current General Plan
- Planned housing density within 1,500' radius of project boundary based upon current General Plan
- Daily transit boardings within five mile radius of project boundary (include rail and fixed route bus/shuttle)
- Daily transit boardings growth within five mile radius of project boundary with projection methodology fully presented for opening day operations
- Description of all transit modes serviced by the site at time of application
- Discussion of new transit modes (including high speed rail) served by the site as a result of proposed project (opening day)
- Service coordination plan (how will proposed project facilitate transfer between transit services?)

### **Other Application Materials**

Supporting documentation will be required to fully consider each project application. In addition to the funding plan described above, local agencies will be required to submit the following materials:

Council Resolution: A Council Resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

Lease/Cost Sharing Agreements: Copies of leases, cost sharing (match funding), and/or land dedication documents. Confidential agreements may be included by reference when accompanied by affidavit from City Treasurer or Finance Director.

Project Documentation: If proposed project has completed initial planning activities (such as PSR or equivalent, EIR, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

<sup>1</sup> Public-private partnerships are defined as direct financial contributions or right of way dedications for eligible program activities.

<sup>2</sup> Program should not build retail or other leasable space. Mixed Use and TOD elements will be the responsibility of others.

<sup>3</sup> "Off-site" improvements adjacent to the project site such as monumentation, traffic control, etc.



# Chapter 5 – Metrolink Gateways (Project T) - Revised



TABLE 5-1

Point Breakdown for Metrolink Gateways (Project T)  
Maximum Points = 100

Financial Commitment (30 points)		Transit Usage (20 points)	
<b>Total Project Cost (information only)</b>		<b>Existing transit boardings (within 5 miles)</b>	
\$ (capital)	(No Points)	>75,000 a day	4 points
		50,000 to 75,000 a day	3 points
		25,000 to 49,000 a day	2 points
		<25,000 a day	1 point
<b>Percent of M2 for capital</b>		<b>Transit boardings growth (within 5 miles)</b>	
50% or less	16 points	>20,000 daily increase	8 points
51% to 65%	12 points	15,000 to 20,000 daily increase	6 points
66% to 80%	8 points	10,000 to 14,900 daily increase	4 points
81% to 90%	4 points	<10,000 daily increase	2 points
<b>Level of commitment from private partners</b>		<b>Consistent ridership projections</b>	
Investment agreement (binding)	8 points	100% to 110% of OCTAM*	
Commitment letters	2 points	111% to 120% of OCTAM	
		121% to 140% of OCTAM	
		*Projections below OCTAM get 8 points	
<b>OCTA concurrence with financial assumptions/analysis</b>			
Yes	6 points		
No	0 points		
Readiness (20 points)		Intermodal Connections (18 points)	
<b>High-speed rail system status</b>		<b>Number of current transit modes provided</b>	
In constrained 2008 RTP	10 points	>6	5 points
Added in unconstrained RTP	2 points	4 to 6	3 points
		<4	1 point
<b>Land acquired for total project</b>		<b>Future increase in the number of transit modes</b>	
Yes	5 points	>5 added	10 points
No	0 points	3 to 5 added	6 points
		<3 added	2 points
<b>Project design status</b>		<b>OCTA concurrence with intermodal analysis</b>	
Design complete	5 points	Yes	3 points
Environmental complete	3 points	No	0 points
PSR equivalent complete	1 point		
Regional Markets / Land Use (12 points)			
<b>Adjacent freeway lane miles (within five miles)</b>			
>500 lane miles	3 points		
400 to 500 lane miles	2 points		
<400 lane miles	1 point		
<b>Current employment (within 5 miles)</b>			
>350,000	3 points		
200,000 to 350,000	2 points		
<200,000	1 point		
<b>Planned job density within 1,500 feet</b>			
>2.0 avg. floor area ratio	3 points		
1.5 to 2.0 avg. floor area ratio	2 points		
<1.5 avg. floor area ratio	1 point		
<b>Planned housing density within 1,500 feet</b>			
>35 dwelling units/acre			
20 to 35 dwelling units/acre			
<20 dwelling units/acre			

\* OCTAM - Orange County Transportation Analysis Model



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BOARD COMMITTEE TRANSMITTAL

**February 14, 2011**

**To:** Members of the Board of Directors  
**From:** Wendy Knowles, Clerk of the Board  
**Subject:** Anaheim Regional Transportation Intermodal Center Project Update

Transit Committee Meeting of January 13, 2011

**Present:** Directors Dalton, Glaab, Nguyen, Pulido, and Tait  
**Absent:** Director Winterbottom

**Committee Vote**

This item was passed by all Committee Members present.

**Committee Recommendations (reflects change from staff recommendation)**

- A. Record Committee's support of the ARTIC project.
- B. Direct General Counsel to develop amended language for the Project T guidelines; return said guidelines to the Transit Committee at their meeting in February, then to full Board.

**Note:** The funding for ARTIC is comprised of Federal, State and both existing and renewed Measure M. The renewed Measure M funds are comprised of revenues from Projects R and T, \$17,600,000 and \$81.6 million, respectively, for a total \$99.2 million of renewed Measure M.



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Anaheim Regional Transportation Intermodal Center  
Project Update**

**Staff Report**



*January 13, 2011*

**To:** Transit Committee

**From:** Will Kempton, Chief Executive Officer

**Subject:** Anaheim Regional Transportation Intermodal Center Project Update

### **Overview**

Over the past several years, the Orange County Transportation Authority Board of Directors has taken several actions to approve the development and advancement of the Anaheim Regional Transportation Intermodal Center. This facility will serve existing Amtrak and Metrolink rail services and Orange County Transportation Authority bus services, as well as allow for the future planned expansion of these services and integration of new services, including high-speed rail and the Anaheim Rapid Connection. The City of Anaheim is currently underway with the environmental clearance and design efforts for the project. This report provides a brief history of the project and an update on the current status.

### **Recommendation**

Receive and file as an information item.

### **Background**

The City of Anaheim (City) and the Orange County Transportation Authority (OCTA) have been working cooperatively on the development of the Anaheim Regional Transportation Intermodal Center (ARTIC) since 2005. Numerous steps have been taken in the development of this project. A chronological listing of past actions by the OCTA Board of Directors (Board) related to ARTIC is provided in Attachment A.

Beginning in 2005, OCTA and the City executed a memorandum of understanding to guide the planning and development of a future multimodal transit center. Then in 2006, OCTA purchased 13.5 acres of land for a future facility to accommodate planned and anticipated transit growth and the future convergence of multiple transit services. The existing station is not easily

accessible from the surrounding arterials (Katella Avenue) and is further constrained by event traffic which prevents OCTA bus service from servicing the station directly and impacts passengers driving to the station. There is limited ability to expand the existing station due to parking capacity constraints associated with the Angel Stadium of Anaheim leaseholders. The ARTIC location provides direct access to Katella Avenue and is immediately adjacent to the railroad right-of-way and the existing station. The ARTIC site will also allow for future expansion to accommodate continued growth and potential public-private partnerships and other private investment to offset the ongoing operations and maintenance, as well as to provide a return on the initial investment.

In late 2007, OCTA took two significant actions to advance the development of ARTIC. First, the Board approved the ARTIC project concept report which included a three-phase 20-year development approach to ARTIC to include the fully integrated multimodal transit facility as the initial phase, to be followed by expansion of the transit center and future development, including private sector investment on the site as part of phases 2 and 3. The second action was to fund the early project development activities through Cooperative Agreement No. C-7-1288 with the City.

In 2009, the City successfully competed for and secured funding through the Measure M2 Regional Gateways Program (Project T). Project T provides funding to implement the local improvements necessary to connect planned future high-speed rail systems to stations on the Orange County Metrolink route. The program aims to upgrade station infrastructure (signal improvements, platform lengths, trackwork, etc.), expand stations for regional travel, and modify stations for improved access to other transportation systems such as bus and shuttle services that may evolve from the OCTA Go Local Program. Project T also aims to provide key connections to the State of California's 800-mile High-Speed Rail (HSR) project which designates the City as the southern terminus.

The ARTIC is anticipated to serve as an intermodal hub for existing transit services, including Amtrak, Metrolink, and OCTA buses, as well as the future expansion of these services, (including the planned Metrolink Service Expansion Program), future bus rapid transit service, local and international buses, shuttles, bicycles, pedestrians, the Anaheim Rapid Connection, HSR, and the proposed California to Nevada Maglev which is planned from ARTIC to the Ontario International Airport and on to Las Vegas, Nevada. Through this co-location of multiple transit services in an area adjacent to major activity centers and dense commercial and residential communities, the ARTIC

provides the opportunity for many to leave cars behind and travel to and from the area surrounding it.

### ***Discussion***

There are numerous activities underway with the implementation of ARTIC. The ARTIC project is currently in the environmental clearance and design phase.

#### **Environmental Status**

In November 2008, Cooperative Agreement No. C-8-1118 with the City stipulated that OCTA was to be the lead agency responsible for the environmental clearance of ARTIC, and the City was to be responsible for the design, construction, and operations and maintenance of the facility. In November 2009, OCTA and the City mutually agreed the project would be more efficiently completed by the City assuming lead responsibility for the entire project. OCTA would continue to have an active role in project oversight and the review and approval of the transportation elements, specifically the operational functionality and efficiency of ARTIC. These redefined roles and responsibilities were defined and agreed to in Cooperative Agreement Nos. C-9-0802 and C-9-0821.

The City Council certified the California Environmental Quality Act Environmental Impact Report (EIR) in November 2010. This certification provides the clearance necessary to achieve the Notice of Determination (NOD). The National Environmental Policy Act Environmental Assessment (EA) prepared on behalf of the Federal Transit Administration is currently under review with that agency. A Finding of No Significant Impact (FONSI) and NOD for the project is anticipated in February 2011.

#### **Design Status**

In May 2009, the City procured and awarded the architectural and engineering design contract to Parsons Brinckerhoff/HOK and subsequently awarded contracts to Anaheim Gateway Partners (a joint venture of STV, Inc., Harris & Associates, and Tishman) and Kleinfelder, Inc., for program management and environmental clearance components, respectively.

The City has also made significant progress on the design of ARTIC. To achieve this progress, the City has worked concurrently with all transportation service providers, including Amtrak, HSR, Metrolink, and OCTA to ensure that the needs of every provider are met in the ARTIC facility. Design is currently at 15 percent.

### HSR Integration

The ARTIC is currently planned as the southern terminus for the future HSR. Although the first significant development of that system will occur in California's Central Valley, the implementing legislation for the Proposition 1A funds call for the HSR to be fully implemented by 2020, including its connection to Southern California, terminating in the City.

The City's design team has coordinated extensively with the HSR project team. The teams have been working to resolve issues regarding the size and location of necessary parking, location of a maintenance facility, accommodating the track and platforms within the constraints of the existing site, and minimizing the impacts of the alignment options. Through this coordinated effort, the design teams have identified components needed for HSR in the future to integrate seamlessly with ARTIC. The HSR team has developed a conceptual project layout that allows HSR to access the ARTIC site directly without impacting the existing State Route 57 Freeway overpass. The project teams will continue to work towards resolving the remaining issues surrounding layout and location of necessary infrastructure within the existing site and location of potential expansion of terminal space, as well as locations for a maintenance facility and adequate parking. These are significant issues that remain and will require a very coordinated effort between the City and HSR teams. This coordinated effort will ensure that any design elements implemented in the short term for ARTIC will not need to be removed to accommodate HSR in the future, thereby eliminating duplication and waste. The HSR concept alternatives are subject to change and are very preliminary at this stage of the HSR environmental clearance process.

Every aspect of ARTIC has been planned so that the project has independent utility and ARTIC will function independently of any other project, including that of the HSR project, while still serving the existing needs and maintaining the ability to accommodate future growth and expansion. The ARTIC project has undergone independent environmental analysis; in fact, coordination has ensured that any impacts associated with ARTIC were analyzed in the ARTIC EA/EIR independently from impacts associated with the HSR project which are analyzed in the HSR environmental document.

### Funding

The first phase of the ARTIC project is currently fully funded through a combination of federal, state, and local funding sources as outlined in the table below. The project budget of \$183.8 million includes the terminal building,



track/platform work, replacement of the railroad bridge over Douglass Road, bus facilities, roadway improvements, and parking. The State Transportation Improvement Program (STIP) funding has specific requirements for timely use and has been requested for allocation at the January 2011 California Transportation Commission meeting. The City is currently underway with a Request for Qualifications (RFQ) to secure a qualified contractor for the ARTIC terminal shell and enclosure. The award of this contract will meet the timely use requirements for the STIP funds, ensuring consistency with program requirements.

<b>Funding Source</b>	<b>Amount (millions)</b>
Measure M2 - Project T Bond Proceeds	\$ 99.2
Measure M - Transit Revenue	\$ 44.6
2008 State Transportation Improvement Program	\$ 29.2
Federal Earmark	\$ 3.2
Federal Transit Administration	\$ 7.6
<b>TOTAL</b>	<b>\$ 183.8</b>

Future HSR funding will be required to fully connect HSR to ARTIC. It is anticipated that future funding will be state or federal.

#### Next Steps

OCTA is planning to negotiate and execute a long-term lease agreement with the City for 13.5 acres of land owned by OCTA. The City's current schedule calls for the procurement of a general contractor starting construction in 2011. The ARTIC construction is planned to be complete and the new station operational in 2013. OCTA will continue to work in close coordination with the City and other project stakeholders to ensure the multimodal transit center is highly functional and operationally efficient for current and planned services.

#### **Summary**

The ARTIC project has made numerous accomplishments in project development, including achieving a consensus on the conceptual design and the pending FONSI/NOD for the EA/EIR. In the coming months, the ARTIC project will continue to proceed with development activities, including the RFQ process to secure a qualified contractor for the terminal shell and enclosure, execution of a long-term lease agreement between OCTA and City, as well as final environmental clearance.

***Attachment***

- A. Chronological Listing of Past Actions by the Orange County Transportation Authority Board of Directors on the Anaheim Regional Transportation Intermodal Center Project

**Prepared by:**



Jennifer Bergener  
Director, Rail Programs  
(714) 560-5462

**Approved by:**



Jim Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Anaheim Regional Transportation Intermodal Center  
Project Update**

**Attachment A**

## Chronological Listing of Past Actions by the Orange County Transportation Authority Board of Directors on the Anaheim Regional Transportation Intermodal Center Project

The table below presents a timeline of the activities that have occurred to date for the ARTIC project. Shaded items are specifically related to Project T.

Date	Item	Key Action/Notes
October 14, 2005	Board of Directors (Board) Approved Five-Year Program	<ul style="list-style-type: none"> <li>• Component of program to invest in gateways to regional rail to interconnect Metrolink to many modes (Phase 1 of ARTIC).</li> </ul>
November 14, 2005	ARTIC Memorandum of Understanding (MOU)	<ul style="list-style-type: none"> <li>• MOU for joint development of ARTIC. MOU prepared to outline initial cooperative effort for development of a site for transit use and established that funding, planning, design, construction, and operation details of ARTIC will be finalized at later date.</li> </ul>
November 28, 2005	Board Approved Funding Strategy for Five-Year Program	<ul style="list-style-type: none"> <li>• OCTA Board approved \$1.45 billion for five-year plan to improve freeways, streets, and transit service throughout Orange County. The nearly \$1.5 billion plan will pay for a wide variety of projects (including approximately \$60 million for ARTIC).</li> </ul>
February 14, 2006	Board Approved List of Federal Transportation Appropriations Projects	<ul style="list-style-type: none"> <li>• OCTA Board approved a recommended list of transportation projects to be submitted for fiscal year 2007 federal appropriations process. Each year, Congressional members submit a list of projects to be considered for federal funding. This year, the OCTA Board approved 14 projects for consideration.</li> <li>• ARTIC was one of the 14 projects included for consideration.</li> </ul>
August 28, 2006	Board Approved Purchase of ARTIC Site	<ul style="list-style-type: none"> <li>• OCTA Board approved spending \$32.5 million to purchase a 13.5-acre parcel owned by the County of Orange to make way for the future development of ARTIC.</li> <li>• The parcel is located adjacent to the OCTA-owned railroad right-of-way near Katella Avenue and Douglass Road, within walking distance of the Angel Stadium of Anaheim and Honda Center, formerly the Arrowhead Pond of Anaheim. The \$32.5 million purchase agreement includes \$10 million to compensate the County of Orange for relocation expenses.</li> <li>• The land purchase makes way for development of ARTIC. The facility is expected to become Orange County's primary transportation center and one of the largest transportation hubs in California, serving up to 35,000 riders a day by 2020. ARTIC will house everything from expanded Amtrak and Metrolink service to high-speed rail, including the possibility of magnetically-levitated trains. ARTIC also will serve as a center for OCTA's bus system, providing links to both conventional OCTA routes and limited-stop bus rapid transit service.</li> </ul>

Date	Item	Key Action/Notes
March 12, 2007	ARTIC Update	<ul style="list-style-type: none"> <li>• Update on the transit needs assessment and technical studies underway to support Phase 1 of ARTIC.</li> <li>• Board directed staff to identify roles and responsibilities pursuant to the MOU between the City of Anaheim (City) and OCTA.</li> </ul>
April 9, 2007	Federal Legislative Status Report	<ul style="list-style-type: none"> <li>• Authorized Chief Executive Officer to file grant applications with the Federal Transit Administration to seek discretionary funding for ARTIC.</li> </ul>
May 29, 2007	ARTIC Project Concept Report	<ul style="list-style-type: none"> <li>• Approved the ARTIC project concept report, including a three-phase 20-year development strategy. Permitted staff to move forward with development of the project definition report.</li> <li>• Directed staff to assess interest from private sector investment in ARTIC.</li> </ul>
August 13, 2007	ARTIC Public/Private Partnership	<ul style="list-style-type: none"> <li>• Update to Board on opportunities for public/private financing partnerships for ARTIC project.</li> </ul>
October 5, 2007	Guiding Principles for ARTIC	<ul style="list-style-type: none"> <li>• Adopted a set of guiding principles: <ul style="list-style-type: none"> <li>○ OCTA and City will collaborate in planning for the 15-acre site</li> <li>○ ARTIC will be used as a multi-modal transit facility</li> <li>○ Private sector participation should be included to offset public expense</li> <li>○ As major landowner, OCTA will have oversight and approval responsibilities regarding anything that affects financial performance of the site</li> <li>○ City will function as lead for private sector solicitation process and development of the site plan. OCTA will fund such duties as identified in a cooperative agreement with the City</li> </ul> </li> </ul>
December 10, 2007	Cooperative Agreement No. C-7-1288 with City for ARTIC Development	<ul style="list-style-type: none"> <li>• Authorized agreement for \$1,535,250 to City for ARTIC project development activities based upon the guiding principles approved by the OCTA Board on October 5, 2007.</li> </ul>
January 28, 2008	Fiscal Year 2009 Transportation Appropriations Project List	<ul style="list-style-type: none"> <li>• Work with City to establish ARTIC as one of the top fiscal year 2009 appropriations requests with Senator Feinstein's office (among Bristol Street widening and North Orange County grade separation projects).</li> </ul>
September 22, 2008	Measure M2 (M2) Transit Funding Program Guidelines	<ul style="list-style-type: none"> <li>• Requested Board direction on the development of the framework and competitive scoring criteria for M2 Project T (Convert Metrolink Stations to Regional Gateways).</li> </ul>

Date	Item	Key Action/Notes
November 10, 2008	Cooperative Agreement No. C-8-1118 with City ARTIC and Project Description	<ul style="list-style-type: none"> <li>• Approved the ARTIC project description which further refined the three-phase project development approach.</li> <li>• Authorized Cooperative Agreement No. C-8-118 with City to define roles and responsibilities: <ul style="list-style-type: none"> <li>○ OCTA Roles: Lead agency for rail-related planning; Obtain full environmental clearance for station; Provide funding opportunities through eligible sources; Make available for lease the 13.5 acre site owned by OCTA to the developer; Retain oversight for all transit center activities</li> <li>○ City Roles: Conduct all procurement-related activities; Enter into agreement with a developer to fund and implement all non-transit-related improvements and own and operate the station; Serve as lead agency for all post transit center environmental activities; Make available for lease the 2.2 acre site owned by the City to the developer</li> </ul> </li> </ul>
November 24, 2008	M2 Transit Funding Program Guidelines	<ul style="list-style-type: none"> <li>• Requested further Board direction on the development of the framework and competitive scoring criteria for M2 Project T (Convert Metrolink Stations to Regional Gateways).</li> </ul>
January 26, 2009	M2 Project T Funding Guidelines	<ul style="list-style-type: none"> <li>• Board approved Project T (Convert Metrolink Stations to Regional Gateway) funding program guidelines and scoring criteria.</li> <li>• Board directed staff to issue a call for projects and return with programming recommendations in March 2009.</li> </ul>
February 9, 2009	ARTIC Update and Consultant Selection for Environmental Clearance	<ul style="list-style-type: none"> <li>• OCTA Board selected the firm of Jones &amp; Stokes Associates, Inc., in an amount not to exceed \$2,900,000, for environmental clearance and associated advanced conceptual design for ARTIC.</li> </ul>
February 20, 2009	M2 Project T Funding Grant Application from City	<ul style="list-style-type: none"> <li>• Application from City requesting Project T funds to complete Phase 1 of the ARTIC project (initial transit center facility).</li> </ul>
Marh 23, 2009	M2 Project T Funding Recommendations	<ul style="list-style-type: none"> <li>• Approved funding allocations for the cities of Anaheim, Fullerton, Irvine, and Santa Ana for respective station projects.</li> <li>• Directed staff to return with funding agreements with each local agency.</li> </ul>
April 27, 2009	Funding for Metrolink Stations in Cities of Anaheim, Fullerton, Irvine, and Santa Ana	<ul style="list-style-type: none"> <li>• Approved funding allocations for City using Measure M (M1), M2, and 2008 State Transportation Improvement Program (STIP) funds.</li> <li>• Approved funding allocations for cities of Fullerton, Irvine, and Santa Ana using federal and M1 funds.</li> <li>• Directed staff to return with funding agreements with each local agency.</li> </ul>

Date	Item	Key Action/Notes
May 22, 2009	Cooperative Agreement No. C-9-0448 with City for ARTIC	<ul style="list-style-type: none"> <li>• Full funding agreement for ARTIC Phase 1 that identifies the five funding sources (M1, M2, 2008 STIP, Proposition 116) and the associated availability schedule for each source.</li> </ul>
June 22, 2009	ARTIC Project Update	<ul style="list-style-type: none"> <li>• Update to Board on environmental clearance schedule and City's consultant selection process for architectural and engineering services.</li> </ul>
October 26, 2009	Proposition 116 Program of Projects Amendment	<ul style="list-style-type: none"> <li>• Redirected Proposition 116 funds that were previously allocated to ARTIC to other Orange County rail projects.</li> <li>• Approved the use of \$58.8 million in M1, M2, and federal funds to supplant the Proposition 116 fund swap.</li> </ul>
November 23, 2009	Modifications to Roles and Responsibilities to Cooperative Agreement No. C-9-0821 with City for Environmental Clearance of ARTIC	<ul style="list-style-type: none"> <li>• Approved Cooperative Agreement No. C-9-0821 to establish City as lead agency for environmental clearance of ARTIC. Permitted the transfer of \$3,645,307 to City to lead this effort.</li> <li>• Reassigned contract between OCTA and Jones and Stokes Associates, Inc., to City for support in completing environmental clearance.</li> </ul>
January 25, 2010	Transportation Appropriations and Grant Application Project List	<ul style="list-style-type: none"> <li>• Directed staff to pursue Federal Transit Administration Bus Livability Program funds in support of ARTIC.</li> </ul>

\*All items specific to M2, Project T are shaded in gray



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**Anaheim Regional Transportation Intermodal Center  
Project Update**

**Powerpoint**



# Anaheim Regional Transportation Intermodal Center Project Update



# Project Location



- OCTA purchased 13.5 acres of land in 2006
- Land is adjacent to the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor and the City of Anaheim’s (City) 2.2 acres
- Current station is not easily accessible from Katella Avenue and is constrained by event traffic

# Project Overview

- Designed to accommodate current transit services, growth and future transportation modes:
  - Metrolink
  - Amtrak
  - OCTA Buses
  - Anaheim Resort Transit
  - Los Angeles World Airport Flyaway Shuttles
  - Taxi Services
  - Intercity Buses
  - International Buses
  - Tour and Charter Buses
  - Private Vehicles/Parking

## *Future Services:*

- *Metrolink Service Expansion Program*
- *Anaheim Rapid Connection*
- *California High-Speed Rail (HSR)*



# Project Background – Significant Board Actions

OCTA Board Approved	Roles and Responsibilities
November 2005	OCTA entered into a memorandum of understanding with the City for joint development of the Anaheim Regional Transportation Intermodal Center (ARTIC)
November 2006	OCTA purchased 13.5 acres of land from the Orange County Flood Control District for development of ARTIC (adjacent to the LOSSAN rail corridor and City's 2.2 acres)
May 2007	Board of Directors (Board) approved ARTIC project concept, which included a three-phase 20-year development approach
December 2007	Board approved to fund early project development activities
May 2009	City competes for Measure M2 Project T Program funds and is awarded \$178.8 million for design and construction of ARTIC Phase 1
May 2009	City procured and awarded architectural and engineering design contract to Parsons Brinckerhoff/HOK and subsequently awarded contracts to Anaheim Gateway Partners

# Environmental and Design Status

- May 2009 – Architectural and design firm procured
- November 2010 – City Council certified environmental impact report
- February 2011 – National Environmental Policy Act environmental clearance

## **Significant Progress on Design**

City has worked concurrently with all transportation providers including Amtrak, California HSR, Metrolink, and OCTA to ensure provider needs are met at facility

# HSR Integration

- ARTIC designed to have independent utility as an intermodal transit hub to serve current demand while also serving future growth
  - ARTIC will be ready to implement and integrate with HSR
  - Close coordination to ensure design elements implemented in the short term for ARTIC will not need to be removed to accommodate HSR



# ARTIC Funding

Fully funded with combination of local, state, and federal sources

<b>Funding Source</b>	<b>Amount (in millions)</b>
<b>Measure M2</b> <i>Project R Bond Proceeds</i>	<b>\$17.6</b>
<i>Project T Bond Proceeds</i>	<b>\$81.6</b>
<b>Measure M</b> <i>Transit Revenue</i>	<b>\$ 43.9</b>
<b>2008 State Transportation Improvement Program</b>	<b>\$ 29.2</b>
<b>Federal Earmark</b>	<b>\$ 3.9</b>
<b>Federal Transit Administration</b>	<b>\$ 7.6</b>
<b>Total</b>	<b>\$183.8</b>

## Elements Include:

- Terminal building
- Track/platform
- Railroad bridge
- Bus facilities
- Roadway improvements
- Parking

# Next Steps

- City to continue with the Request for Qualifications to secure a contractor for the terminal shell and enclosure
- OCTA and City to execute a long-term lease agreement with the City of land owned by OCTA
- City to finalize the environmental clearance