



CITY OF ANAHEIM  
MAYOR CURT PRINGLE

July 18, 2007

Nancy Wieben Stock  
Presiding Judge of the Superior Court  
700 Civic Center Drive West  
Santa Ana, CA 92710

**RE: "Orange County Rail Crossing Safety: Snapshot of a Process"**

Dear Judge Wieben Stock:

As Mayor of the City of Anaheim, I have been authorized by our City Council to sign this letter in response to the subject 2006-2007 Orange County Grand Jury Report. Our City was asked to respond to report findings # 2 and # 3, and to report recommendation # 3.

***Finding 2. Impacted cities are strongly concerned about noise from OCTA/Metrolink train horns at railroad crossings. The cost of totally eliminating train horns county-wide through quiet zone corridor treatments could be in the range of \$50-\$60 million.***

**The respondent agrees with the finding.**

In Anaheim, there are currently fourteen at-grade crossings along the two rail subdivisions that OCTA owns. Ten of the at-grade crossings are located along the Orange Subdivision/LOSSAN rail line that serves our Angel Stadium rail station, and four are along the Olive Subdivision that serves our Anaheim Canyon rail station.

Quiet Zone improvements are planned at Broadway, Santa Ana Street, South Street and Vermont Avenue grade crossings of the Orange Subdivision, and potentially at the Tustin Avenue grade crossing of the Olive Subdivision. In addition, the increased train noise may result in quiet zone designations at the Orange Subdivision crossings with North, Sycamore and Cypress streets.

OCTA proposes to have the Southern California Regional Rail Authority (SCRRA) act as it's agent to implement 1) supplemental safety measures at up to 64 crossings in Orange County, and 2) quiet zones where they have been requested by cities. The City of Anaheim desires to proceed at an accelerated schedule with quiet zone improvements planned at Broadway, Santa Ana Street, South Street and Vermont Avenue grade crossings of the Orange Subdivision, and potentially at the Tustin Avenue grade crossing of the Olive Subdivision, and be reimbursed by OCTA.

***Finding 3. It is unclear how the burden of cost for upgraded crossings will be shared by the OCTA and impacted cities.***

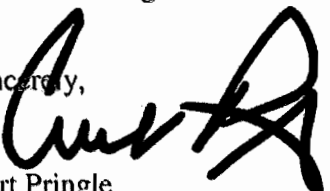
**The respondent agrees with the finding.**

The City has committed funding to provide a 12% match towards the cost to construct Supplemental Safety Measures and other quiet zone improvements that might be needed. However, an ongoing funding source needs to be identified to maintain the additional infrastructure in OCTA rights-of-way. In addition, the issue of Metrolink indemnification for not requiring train horns through at-grade crossings that have had safety conditions improved must be resolved so as to not unduly burden local agencies who are willing to fund these improvements.

***Recommendation 3. The burden of construction and inspection costs for these grade crossing treatments needs to be shared by the OCTA and impacted cities according to an agreed formula.***

The recommendation requires further analysis. The scope of further analysis needs to consider application of the 88% OCTA/12% City funding match for supplemental safety measures construction, permitting and inspection. The 88% OCTA/12% City funding match also needs to be considered for quiet zone establishment. Most important, an ongoing funding plan must be identified to address the issue of 1) indemnification of Metrolink for not requiring train horns through at-grade crossings that have had safety conditions improved; and 2) ongoing maintenance of improvements within the rail rights-of-way. OCTA has begun this process and intends to recommend actions at an August, 2007 OCTA Board meeting.

Sincerely,

  
Curt Pringle  
Mayor