

LOS ANGELES TO ANAHEIM



CALIFORNIA HIGH-SPEED RAIL AUTHORITY UPDATE ON THE ANAHEIM TO LOS ANGELES SEGMENT

A Statewide System

- High-speed rail systems are successful when connecting major metropolitan cities 300-500 miles apart
- Ridership/revenue is based on that point-to-point connection
- Phase 1 is San Francisco Bay Area to Los Angeles/Orange Counties
- \$43 billion estimate
- Build-out by 2020

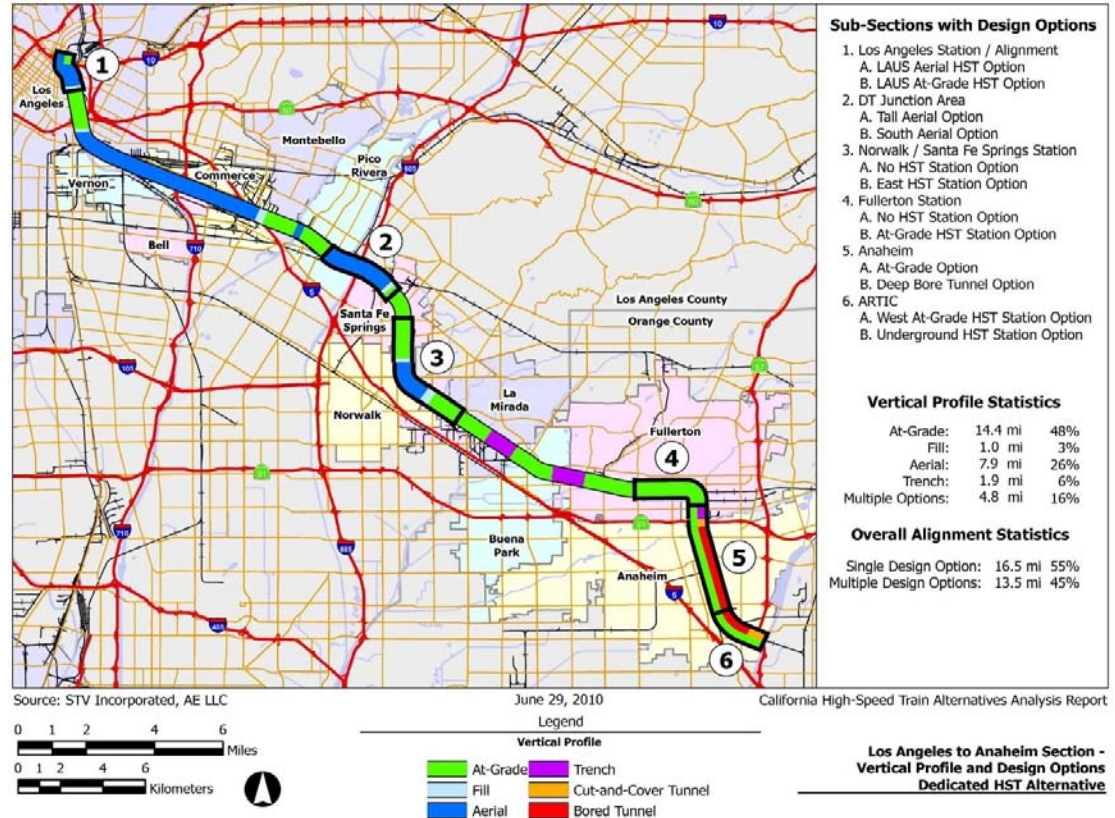


LOS ANGELES TO ANAHEIM

Dedicated High-Speed Train (HST) Alignment

Two Dedicated HST Tracks

Four Other Tracks:
Amtrak
Metrolink
Burlington Northern
Sante Fe (BNSF)



Los Angeles to Anaheim Section - Vertical Profile and Design Options Dedicated HST Alternative

LOS ANGELES TO ANAHEIM

Consolidated Shared-Track Alternative

Two Passenger-Only Tracks:

HST
Amtrak
Metrolink

Three Other Tracks:

Amtrak
Metrolink
BNSF

Improvements for all corridor operators



Sub-Sections with Design Options

1. Montebello / Pico Rivera
 - A. At-Grade
 - B. Aerial
2. Norwalk / Santa Fe Springs Station
 - A. No HST Station Option
 - B. North HST Station Option
2. Fullerton Station
 - A. No HST Station Option
 - B. Aerial HST Station Option

Vertical Profile Statistics

At-Grade:	15.2 mi	50%
Aerial:	10.9 mi	35%
Trench:	1.4 mi	5%
Cut & Cover:	.9 mi	3%
Multiple Options:	2.1 mi	7%

Overall Alignment Statistics

Single Design Option:	26 mi	85%
Multiple Design Options:	4.5 mi	15%

Source: STV Incorporated, AE LLC

June 29, 2010
Legend

California High-Speed Train Alternatives Analysis Report



Vertical Profile

- █ Aerial
- █ At-Grade
- █ Trench
- █ Cut and Cover

Los Angeles to Anaheim Section - Vertical Profile and Design Options Consolidated Shared-Track

LOS ANGELES TO ANAHEIM

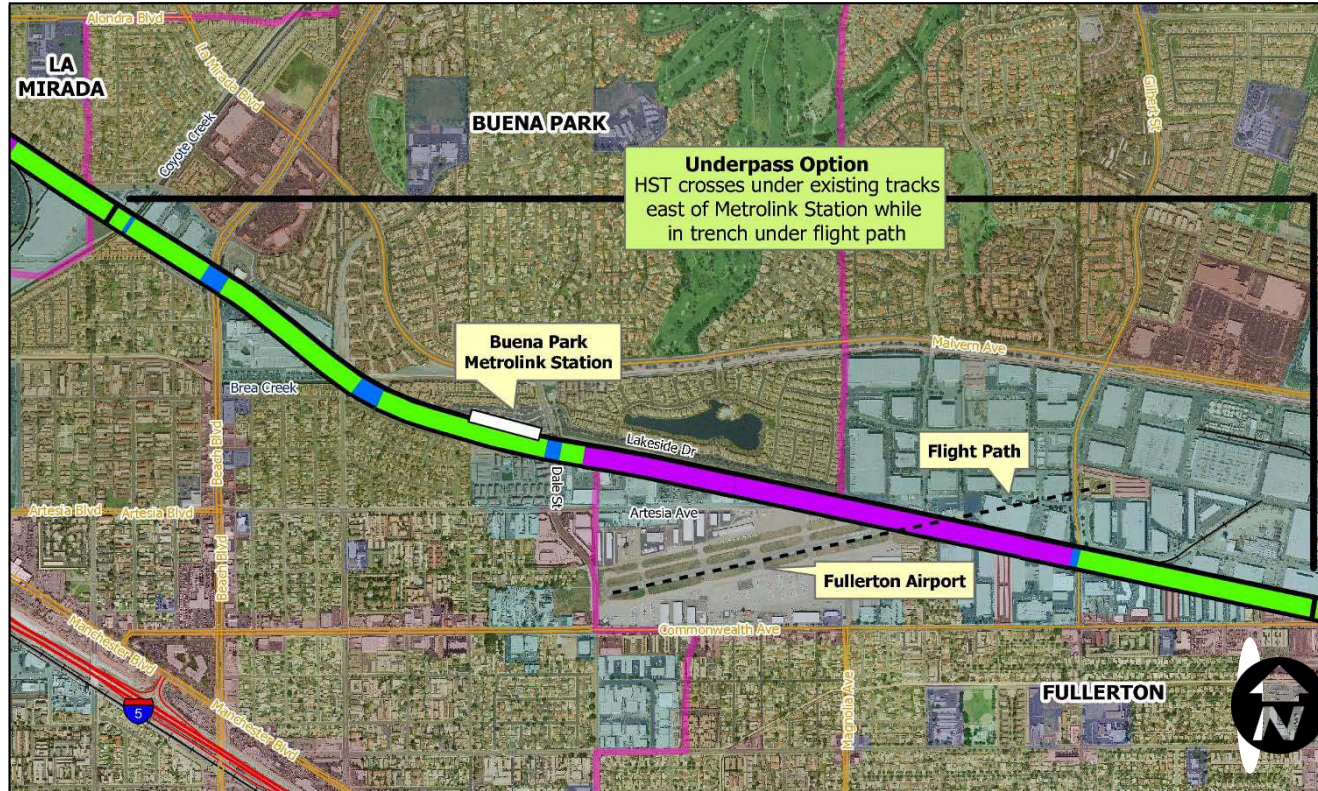
Buena Park/Fullerton Airport

Existing Metrolink Station and Fullerton Airport present constraints

Two options examined :

Underpass Option

Flyover Option



All

Dedicated

Shared

LOS ANGELES TO ANAHEIM

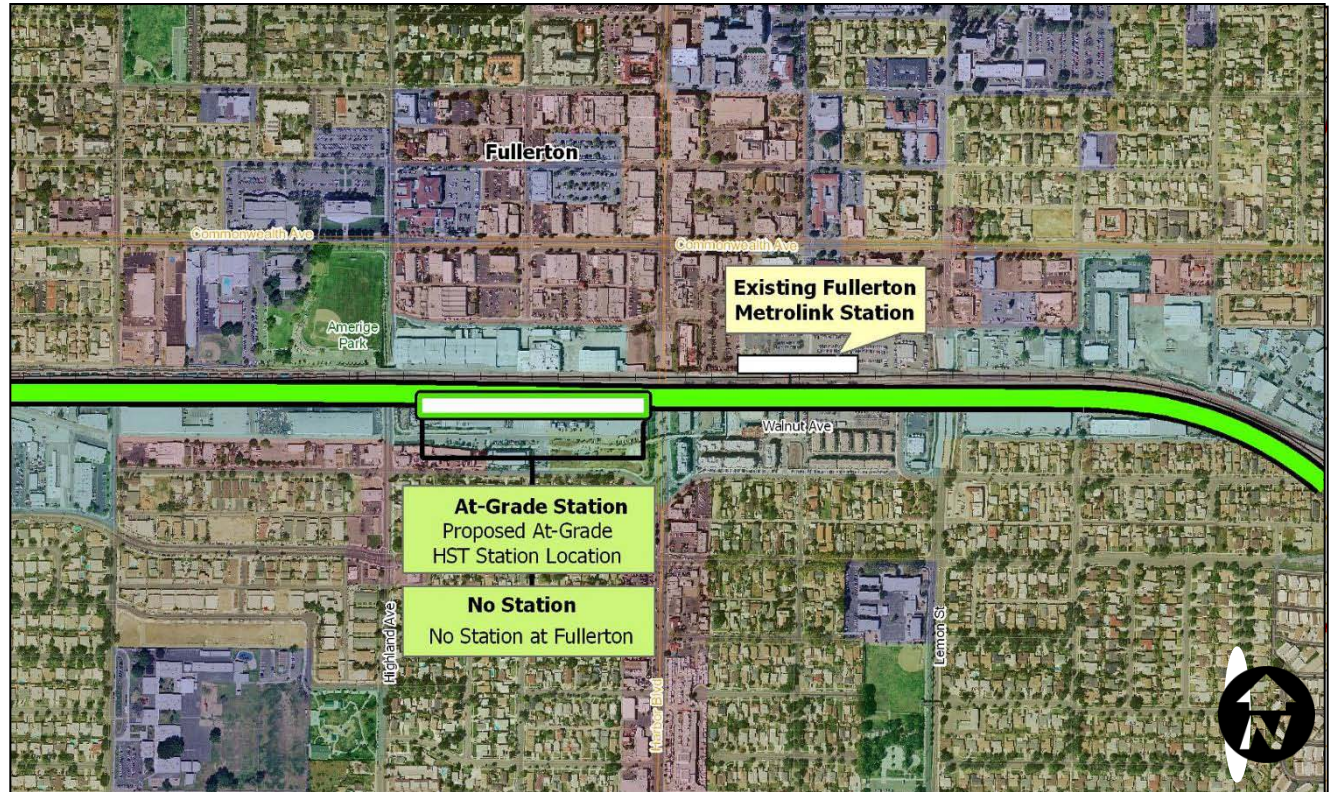
Fullerton HST Station

HST Station
Option at
Fullerton

Two options
examined :

No HST Station

At-grade HST
Station (west of
existing station)



LOS ANGELES TO ANAHEIM

Anaheim Alignment



50 feet wide right-of-way, at-grade crossings, fewer freight trains

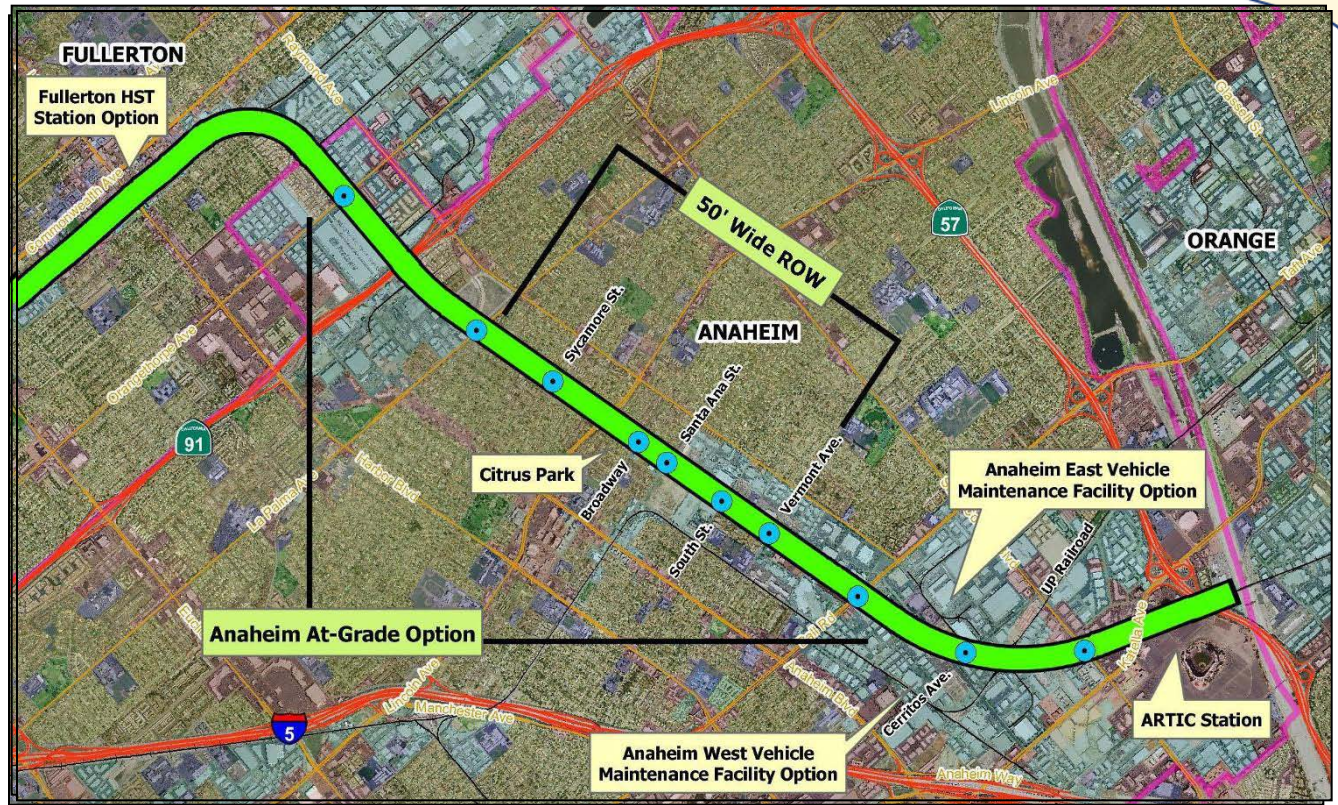
Four options examined :

At-Grade

Aerial

Cut-and-Cover

Tunnel



All

Dedicated

Shared

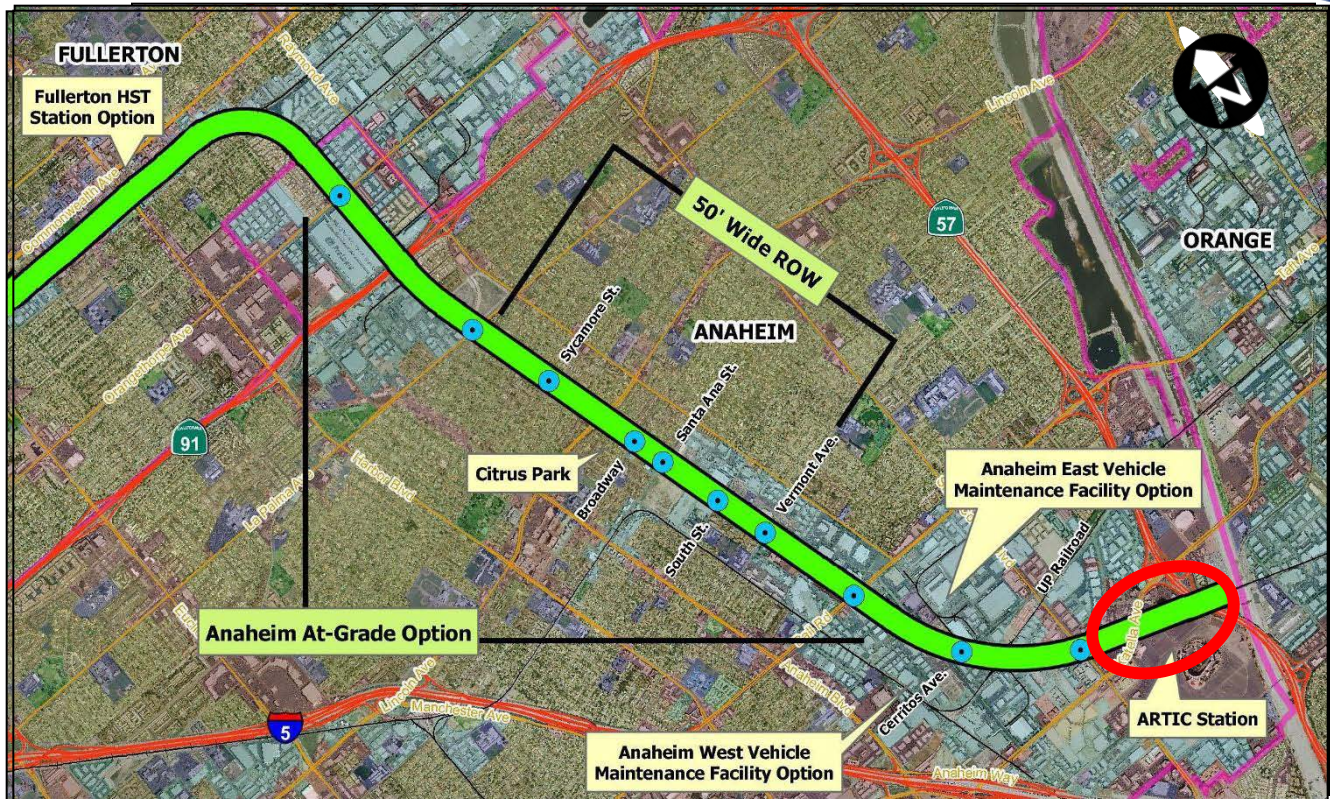
LOS ANGELES TO ANAHEIM

Anaheim Regional Transportation Intermodal Center (ARTIC)

HST Station at
ARTIC

Three options
examined :

At-Grade West
At-Grade East
Tunnel



All

Dedicated

Shared

LOS ANGELES TO ANAHEIM

Vehicle Maintenance Facility (VMF)

VMF Sites Investigated

- Orange (2)
- Anaheim East
- Anaheim West
- Fullerton Airport
- Santa Fe Springs
- Montebello
- LA Golden Pig
- Amtrak 8th Street

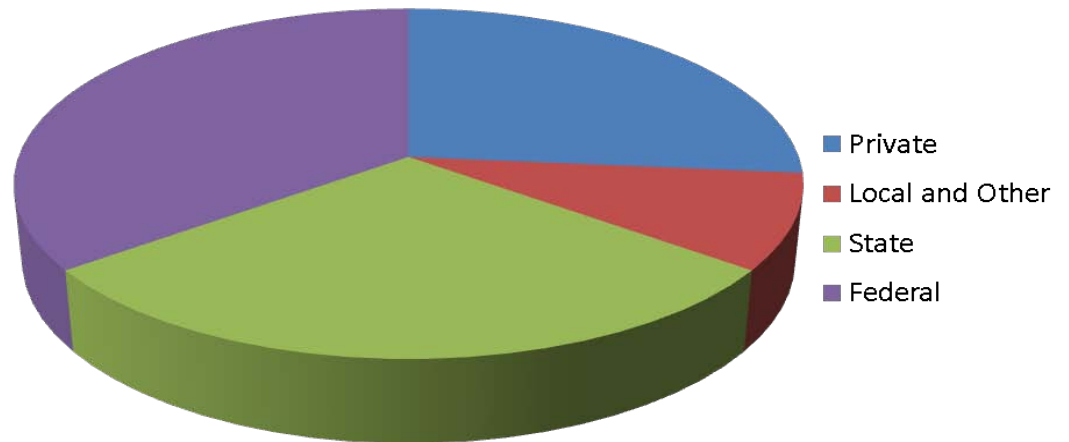


LOS ANGELES TO ANAHEIM

Funding

Projected overall cost: \$42.6 billion

- California Funding: \$9 billion
- Federal Funding: \$17-19 billion
- Local Funding: \$4-5 billion
- Private Investment: \$10-12 billion



LOS ANGELES TO ANAHEIM

Recovery Act Funding: Where?

American Recovery and Reinvestment Act (ARRA) projects:

- Los Angeles-Anaheim
- Fresno-Bakersfield
- Merced-Fresno
- San Francisco-San Jose

Award:

- \$1.85 billion (grows to \$3.7 billion with state match)



LOS ANGELES TO ANAHEIM

Stakeholder Outreach

- Since 2007
 - 425 plus presentations and briefings to stakeholders
 - Elected Officials, City Staff, Technical Working Groups, Chambers of Commerce, Neighborhood Councils / Homeowners Associations, Community and Business Organizations, Trade Organizations, Environmental Justice Groups
 - Additional efforts
 - Community Open Houses
 - Stakeholder Working Group
 - Speakers Bureau Mailings
 - Email Blasts
 - Traditional and Social Media Outreach

LOS ANGELES TO ANAHEIM

Timeline and Public Comment Opportunities

Ongoing Public Comment

July
2010

- Supplemental Alternatives Analysis to California High-Speed Rail Authority Board
- Released on www.cahighspeedrail.ca.gov and available for public comment
- Technical workshops and community meetings

Fall
2010

- Technical workshops and community meetings

Jan
2011

- Draft environmental impact report/environmental impact statement (EIR/EIS) released
- Released on www.cahighspeedrail.ca.gov and available for public comment
- Mandatory National Environmental Policy Act/California Environmental Quality Act Public Hearings

July
2011

- Final EIR/EIS Released

September
2011

- Record of Decision / Notice of Determination

LOS ANGELES TO ANAHEIM

Next Steps Toward Construction

Construction

- Must begin by September 2012
- ARRA sections likely first
- Construction, engineering, finance plans to undergo legislative review prior to general obligation bond sales

Bids

- Beginning in 2011 through to 2012 and beyond
- As-yet undetermined what form bid packages will take (D-B, D-B-O-M, Core Systems, etc.)



LOS ANGELES TO ANAHEIM

Contact Us

For more information, please contact:

Web: <http://www.cahighspeedrail.ca.gov>

Phone: (916) 324-1541

Email: los.angeles_anaheim@hsr.ca.gov

LOS ANGELES TO ANAHEIM