

RailPAC/NARP Meeting Steel Wheels in California 2010

**Los Angeles to Anaheim:
Design Principles and
Next Steps**

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Design Principles for HSR LA to Anaheim

- **Design with the assumption of full HSR build out.**
- **Design each piece of new infrastructure to be scalable - there must be enough capacity to handle future ridership growth.**
- **Design LA-Anaheim section to be compatible with entire statewide system (to guarantee reliable through-service).**

Design Principles for HSR LA to Anaheim

- **Guarantee on-time reliability comparable to the Shinkansen or AVE**
 - **HSR must not earn a reputation for unreliable and delayed service.**
- **Design HSR so it improves all passenger services in corridor.**
 - **Safety must not be compromised by any other rail services.**

Design Principles for HSR LA to Anaheim

- **Ensure initial phases designed for compatibility with electrification.**
- **Fully grade-separate all tracks.**
- **Consider passenger rail track sharing:**
 - **4-track Metrolink stations (2 Metrolink/2 HSR)**

Design Principles for HSR LA to Anaheim

- **Where conventional freight traffic is high (LAUS to Fullerton), create fully separate passenger tracks.**
- **Where conventional freight traffic is light (Fullerton to Anaheim), consider shared passenger & night-only freight (possibly avoid costly tunnel).**

How Much ARRA and Prop 1A Funds for the LA – Anaheim Corridor?

- **Limit initial funding for corridor to preserve sufficient funds for other HSR sections.**
- **Commit approx. \$600M in ARRA funds**
- **Match with Prop 1A funds - Total approx. \$1.2B**

How to Spend The First Billion in the LA – Anaheim Corridor

- **Priority #1 – Complete Los Angeles Union Station Approach & Station Modifications**
 - **Consider combining LAUS run-through project with construction of HSR's southern approach to LAUS.**
 - **Get LAUS ready for HSR to plug-in from the north.**

How to Spend The First Billion in the LA – Anaheim Corridor

- **Priority #2 – Complete Key Grade Separations Projects**
 - **Coordinate with BNSF Third Main Track project grade separations.**
 - **Design grade separations to be HSR-ready so no secondary upgrades are necessary when full HSR service commences.**

How to Spend The First Billion in the LA – Anaheim Corridor

- **Priority #3 – Complete HSR Portion of ARTIC Station**
 - **Design to be cost effective – Why is the Authority considering HSR tracks in a subway at ARTIC, a long walk away from Metrolink and Amtrak trains?**
 - **Limit parking facilities until demand warrants it.**

Thank You!