

CALIFORNIA HIGH-SPEED TRAIN PROJECT

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Los Angeles to Anaheim Section Alternatives Analysis Phase

Corridor City Focus: Fullerton



Introduction

In 1996, the California-High Speed Rail Authority (CHSRA) began planning a high-speed train system for travel between major metropolitan areas of California. To develop this project, the CHSRA divided the state route into sections, including the corridor from Los Angeles to Anaheim.

The proposed alignment for the Los Angeles to Anaheim section will travel along the existing Los Angeles – San Diego-San Luis Obispo (LOSSAN) Passenger Rail Corridor between Los Angeles Union Station and the future Anaheim Regional Transportation Intermodal Center (ARTIC). An additional station is being considered for either Norwalk/Santa Fe Springs or Fullerton. High-speed trains will reach top speeds of 110 mph along this section, taking passengers from Los Angeles to Anaheim in just over 20 minutes.

Fullerton Alignment

The high-speed train alignment will travel at-grade through the City of Fullerton, except in a portion of the corridor that will be trenched near the Fullerton Airport due to FAA requirements. In addition, if a station is located in Fullerton, the track may be on an aerial platform to allow trains to enter and leave the station.

The preliminary engineering and design plans estimate that approximately 50 feet of additional right-of-way may be needed in some sections of the corridor. Additional information about right-of-way needs will be developed as the environmental study moves forward.

In addition, the Authority is reexamining the feasibility of a shared track alternative that would allow high-speed trains to operate on the same tracks as other passenger rail service (Metrolink and Amtrak). If this possible alternative is further developed it may lead to adjustments to the design options in the City of Fullerton.

Station Design

Fullerton is a possible station location along the Los Angeles to Anaheim section. The alternatives analysis Report studied three possible options for the station design, including a deep tunnel high-speed train station, which is not being recommended for further study due to significant construction constraints. The two options currently being considered include:

- No High-Speed Train Station (At-Grade)
 - Tracks will remain at-grade on an alignment south of existing tracks/station
 - Will need additional right-of-ways south of station; may impact current parking and existing street
- Aerial High-Speed Train Station
 - New aerial structure will be built just east of the existing station and directly above the existing tracks
 - Might reconstruct pedestrian bridge at existing station
 - Parking locations to support the station are currently being identified and will be included in the environmental study
 - This station option has aesthetic, operations and constructability challenges

Grade Separations

The high-speed train system requires many existing at-grade railroad street crossings to be separated from vehicle traffic, improving the efficiency and safety of the high-speed train system as well as improving local streets.

In Fullerton, the existing train tracks are already grade-separated. New high-speed train bridge crossings will be built next to what currently exists.

For a full copy of the Alternatives Analysis Report, visit www.cahighspeedrail.ca.gov.

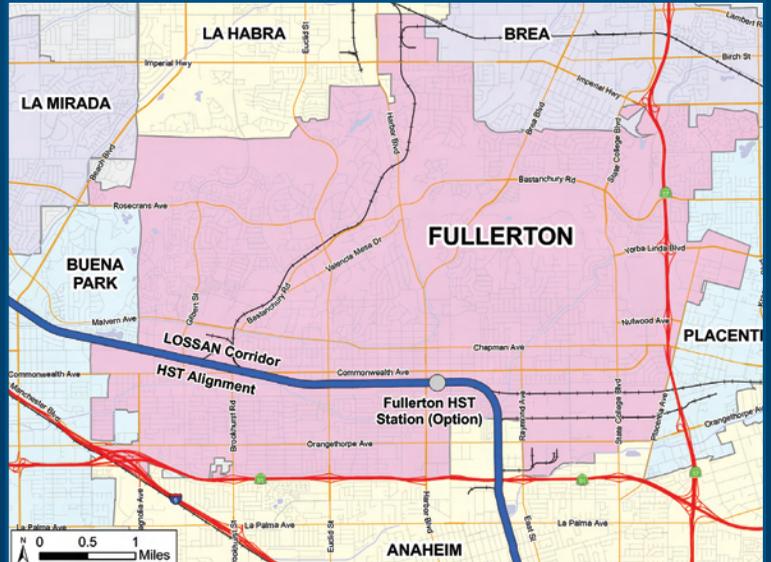


Environmental Review

Following the completion of the statewide program-level environmental document, the project-level environmental review process for the Los Angeles to Anaheim section was initiated in January 2007. The purpose of the environmental review process is to identify potential environmental benefits and impacts and develop mitigation measures to address the impacts whenever possible.

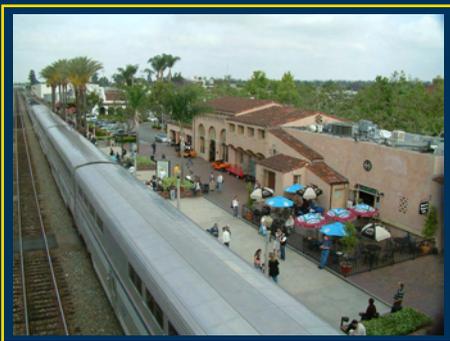
The CHSRA is preparing an Alternatives Analysis Report for the Los Angeles to Anaheim section. The report identifies how to best accommodate high-speed trains within the LOSSAN corridor, taking into account what is required to run high-speed trains and minimize impacts to adjacent communities. The Alternatives Analysis Report focuses on whether the train will be on the ground (at-grade), above ground (aerial) or below ground (tunnel/trench). The Report uses preliminary planning, environmental and engineering information to identify feasible and practical alternatives to carry forward for further environmental review.

HIGH-SPEED TRAIN ALIGNMENT THROUGH FULLERTON



Next Steps

The technical team is continuing environmental studies outlined by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) to determine potential project impacts and mitigation measures. Simultaneously, the design team is moving forward with preliminary design advancing towards 15%, with 30% design completion expected in 2011. Public feedback combined with technical information will help determine the options recommended for consideration by the CHSRA Board of Directors.



Fullerton Station

Get Involved

The project team is available to answer your questions and receive your comments. In addition, please let us know if you are interested in having a speaker at your organization's next meeting.

Visit our Web site at: www.cahighspeedrail.ca.gov

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