



ANAHEIM > RAPID > CONNECTION

Anaheim Rapid Connection (ARC)

Fueling Future Mobility and Economic Development

TODAY

25 million visitors
annually

51,000 employees

25,000 residents

2035

31 million visitors
annually

75,000 employees

41,000 residents

All within **five square** miles and at the doorstep of the Anaheim Regional Transportation Intermodal Center (ARTIC)



The Challenge

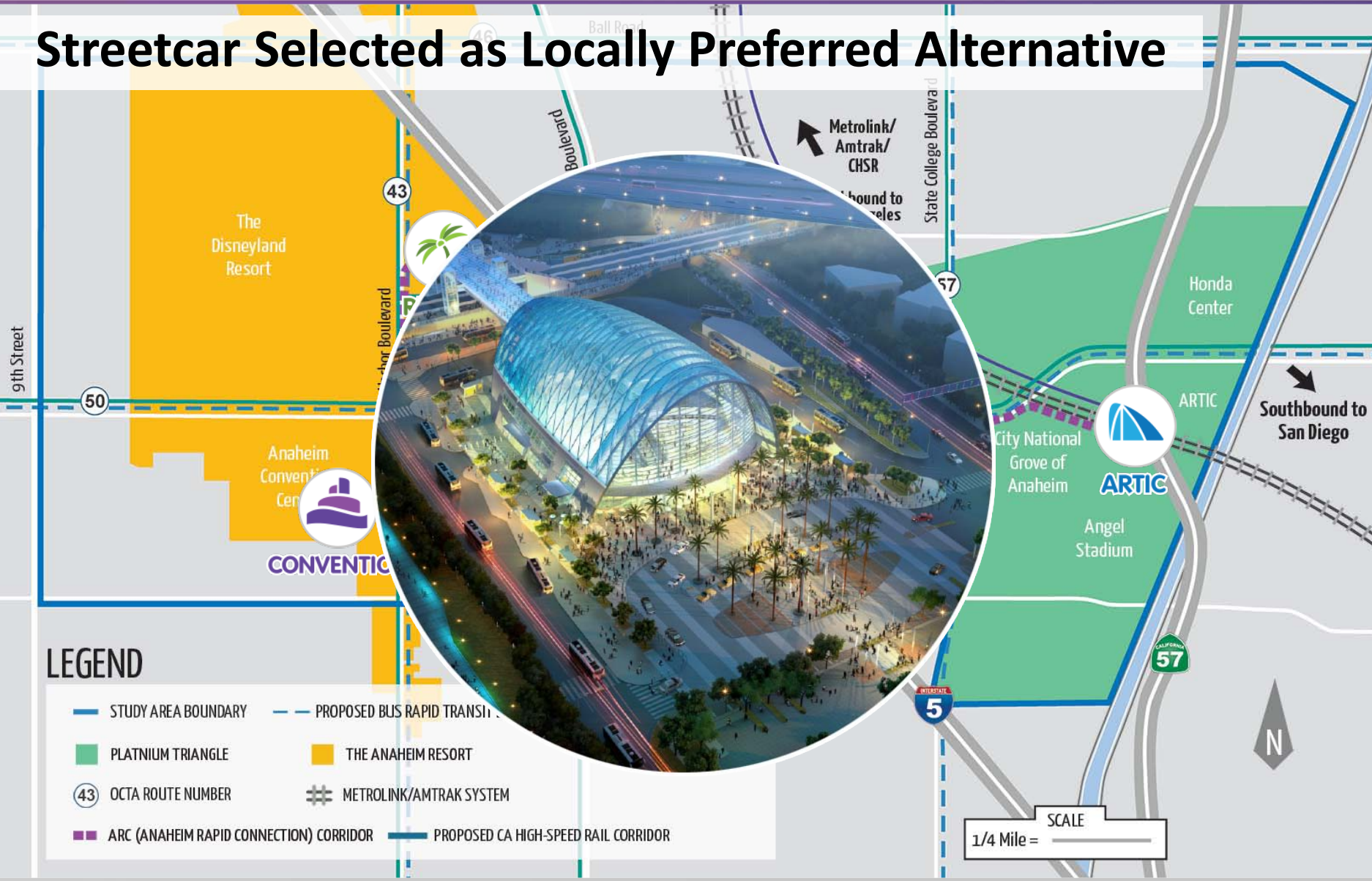
Over the last decade, the City of Anaheim (City) has set the stage for long-term growth. In order to realize the full potential of this growth, a permanent transit solution is required that will:

- Take cars off congested freeways and streets
- Increase mobility throughout the region which will enhance economic development
- Provide a high-capacity, frequent and easy to use “last mile” connection between ARTIC, The Platinum Triangle, The Anaheim Resort , and Convention Center
- Promote transit use by residents, employees in the Platinum Triangle, and The Anaheim Resort
- Encourage the 25 million annual visitors to connect to the rest of Orange County and the region

What is ARC?

- ARC is an approximate 3.2-mile transit system that will connect residents, workers, and visitors to ARTIC
- The project was initiated through Measure M2 Go Local program established to provide connections to Metrolink stations
- Envisioned to operate as a high-capacity transportation system, providing convenient and efficient transfers to Metrolink, Amtrak, bus rapid transit, local bus, and future high-speed train services at ARTIC
- Three options for operation were studied: bus, streetcar, and elevated fixed-guideway
- After analysis, in October 2012, the Anaheim City Council selected the Streetcar Alternative as the Locally Preferred Alternative for future environmental study

Streetcar Selected as Locally Preferred Alternative



LEGEND

- STUDY AREA BOUNDARY
- PROPOSED BUS RAPID TRANSIT CORRIDOR
- PLATINIUM TRIANGLE
- THE ANAHEIM RESORT
- 43 OCTA ROUTE NUMBER
- METROLINK/AMTRAK SYSTEM
- ARC (ANAHEIM RAPID CONNECTION) CORRIDOR
- PROPOSED CA HIGH-SPEED RAIL CORRIDOR

SCALE
1/4 Mile = _____

10-Year Transit-Centered Economic Plan

Disneyland Resort Investment

Honda Center Expansion

Anaheim Tourism Improvement District (ATID)

- Hotel owners in The Anaheim Resort and Platinum Triangle Areas agreed to an assessment in 2010 to fund marketing efforts to promote local tourism and convention business and transportation improvements
- 25% set aside for transportation/transit
- **Currently \$3 million annually is generated that would be dedicated for Operations and Maintenance Costs of ARC**

200,000 sq. ft. expansion to bring increased and high-profile conventions

- Generates \$1 billion annually

potential of 10,000 additional units and 16 million sq. ft. of office and commercial space

- Entitlements include transportation mitigation to support transit

terms of attendance

- Generates more than 3.4 million visitors annually
- Potential development of north parking lot

Center connecting Metrolink, Amtrak, bus rapid transit, local bus and future high-speed rail to Orange County

- Target completion 2014

Streetcars Maximize Ridership and Economic Development

- **ARC Will Generate Increased Ridership***
 - 4,168 projected daily riders (pre high-speed rail)
 - Projected to have approximately 22 percent overall higher ridership than bus
 - Draws 30 percent more riders than a bus for internal trips to and from destinations in the ARC corridor
 - Attracts 52 percent more Metrolink riders and 31 percent more Amtrak riders than the bus

- **Streetcars Carry More Passengers Than Buses**
 - 120 passengers per streetcar vs. 90-100 passengers per bus
 - Up to 1,500 passengers per hour per direction for streetcar vs. 1,000 for bus

- **Easier Accessibility for Wheelchairs, Strollers, and Luggage**
 - Low-floor streetcar vehicles make boarding easier and faster

- **Similar Systems Have Resulted in Better Than Expected Ridership Results**
 - Portland: 2,800 projected daily riders/10,000 actual daily
 - Seattle: 1,000 projected weekday riders/3,000 actual

Streetcars Maximize Ridership and Economic Development

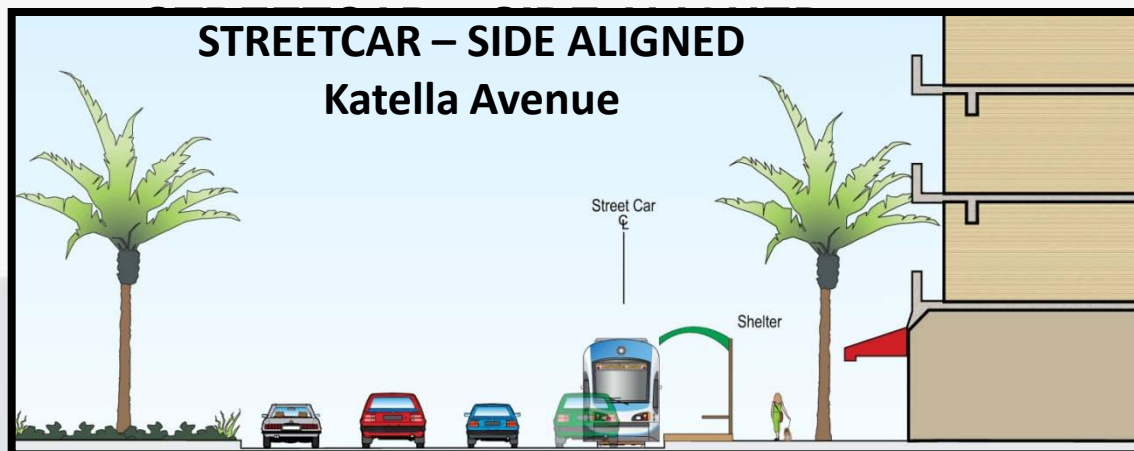
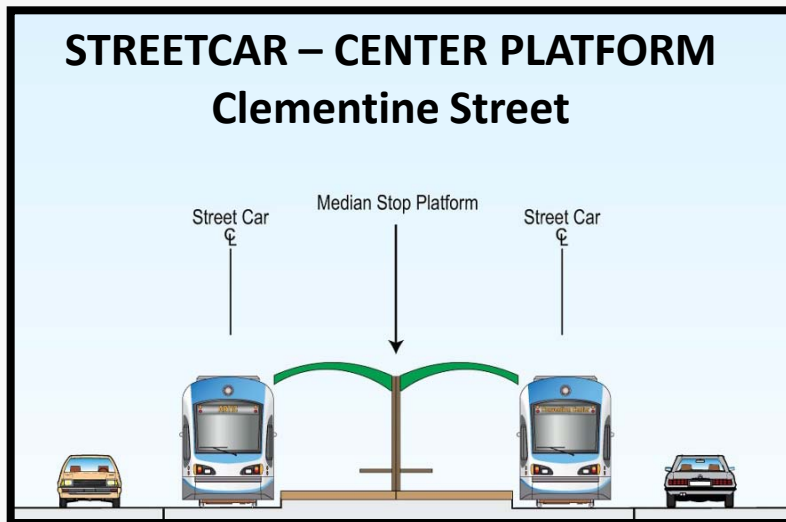
- Provides Certainty for Visitors and Businesses
 - Encourages broader use of transit if seen as easy, reliable, and permanent
 - Generates increased investment and expansion from businesses

- Generates Fewer Emissions
 - Increased ridership of streetcars results in more vehicles off roads and freeways
 - Meets goals of Southern California Association of Governments Regional Plan/Sustainable Communities Strategy
 - Utilizes electricity/battery vs. natural gas for buses

- Promotes Livable Communities
 - Encourages compact, walk/bike/transit-friendly development

- Results in Major Economic Returns
 - Increases in property value and development densities
 - Generates additional investment and spending

Streetcar Elements



Costs

Key Facts:

| | |
|---------------|---------------|
| Opening Date: | 2018 |
| Track Miles: | 6.4 |
| Stations: | 7 (1 interim) |
| Vehicles: | 10 |

Cost Breakdown (Millions):*

| | |
|------------------------------------------|--------------------------|
| Vehicles: | \$ 44.9 |
| Right-of-Way: | \$ 36.1 |
| Construction: | \$137.9 |
| Engineering and Professional Services: | \$ 44.7 |
| | SUBTOTAL: \$263.6 |
| Unallocated Contingency/Finance Charges: | \$ 55.1 |
| | TOTAL: \$318.7 |

Cost Drivers and Potential Savings

Drivers:

- Ridership Requires More Robust System
 - More vehicles and stations
 - Maintenance Facility
- Construction must accommodate current traffic loads on Harbor Boulevard and Katella Avenue
 - Concrete vs. asphalt
- Acquisition/Right-of-Way Costs
- Station Design Accommodates Ridership Capacity and Needs

Potential Savings:

- Station Costs
- Contingency (FTA requires over 30 percent at this phase)
- Right-of-way
- Utility Relocation

Key Project Dates

2013 - 2014:
Project
Development/
Engineering

2015:
Begin Final
Design

2016:
Begin
Construction

2018:
System in
Operation

Connecting 25 Million Visitors to Orange County and the Region

The proposed streetcar system is the City preferred alternative and perhaps the most effective way to maximize ARTIC regional benefits for all of Orange County. By connecting a major regional transit center to major destinations, ARC has the potential to take tens of thousands of cars off the road each year. This will help to better the lives of county residents, visitors, employers and employees and to extend Anaheim visitors an open invitation to visit other areas of Orange County raising the regions profile as a world-class destination where visitors stay longer and spend throughout the county.

