

Anaheim Regional Transportation Intermodal Center Project Update



Project Location



- OCTA purchased 13.5 acres of land in 2006
- Land is adjacent to the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor and the City of Anaheim's (City) 2.2 acres
- Current station is not easily accessible from Katella Avenue and is constrained by event traffic

Project Overview

- Designed to accommodate current transit services, growth and future transportation modes:
 - Metrolink
 - Amtrak
 - OCTA Buses
 - Anaheim Resort Transit
 - Los Angeles World Airport Flyaway Shuttles
 - Taxi Services
 - Intercity Buses
 - International Buses
 - Tour and Charter Buses
 - Private Vehicles/Parking

Future Services:

- *Metrolink Service Expansion Program*
- *Anaheim Rapid Connection*
- *California High-Speed Rail (HSR)*



Project Background – Significant Board Actions

OCTA Board Approved	Roles and Responsibilities
November 2005	OCTA entered into a memorandum of understanding with the City for joint development of the Anaheim Regional Transportation Intermodal Center (ARTIC)
November 2006	OCTA purchased 13.5 acres of land from the Orange County Flood Control District for development of ARTIC (adjacent to the LOSSAN rail corridor and City's 2.2 acres)
May 2007	Board of Directors (Board) approved ARTIC project concept, which included a three-phase 20-year development approach
December 2007	Board approved to fund early project development activities
May 2009	City competes for Measure M2 Project T Program funds and is awarded \$178.8 million for design and construction of ARTIC Phase 1
May 2009	City procured and awarded architectural and engineering design contract to Parsons Brinckerhoff/HOK and subsequently awarded contracts to Anaheim Gateway Partners

Environmental and Design Status

- May 2009 – Architectural and design firm procured
- November 2010 – City Council certified environmental impact report
- February 2011 – National Environmental Policy Act environmental clearance

Significant Progress on Design

City has worked concurrently with all transportation providers including Amtrak, California HSR, Metrolink, and OCTA to ensure provider needs are met at facility

HSR Integration

- ARTIC designed to have independent utility as an intermodal transit hub to serve current demand while also serving future growth
 - ARTIC will be ready to implement and integrate with HSR
 - Close coordination to ensure design elements implemented in the short term for ARTIC will not need to be removed to accommodate HSR

ARTIC Funding

Fully funded with combination of local, state, and federal sources

Funding Source	Amount (in millions)
Measure M2 <i>Project T Bond Proceeds</i>	\$99.2
Measure M <i>Transit Revenue</i>	\$ 44.6
2008 State Transportation Improvement Program	\$ 29.2
Federal Earmark	\$ 3.2
Federal Transit Administration	\$ 7.6
Total	\$183.8

Elements Include:

- Terminal building
- Track/platform
- Railroad bridge
- Bus facilities
- Roadway improvements
- Parking

Next Steps

- City to continue with the Request for Qualifications to secure a contractor for the terminal shell and enclosure
- OCTA and City to execute a long-term lease agreement with the City of land owned by OCTA
- City to finalize the environmental clearance