



SOUTHERN CALIFORNIA  
**ASSOCIATION of GOVERNMENTS**



# High-Speed Regional Transport (HSRT)

OCTA Board Meeting

October 5, 2007

# Introduction

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- SCAG has developed a planning framework for a High-Speed Regional Transport (HSRT) system over the past decade which encompasses a 275-mile network within Southern California.
  - The system was originally designed for passenger service only.
- SCAG adopted a 2004 Regional Transportation Plan (RTP) that included a Maglev program in the Constrained Plan.
  - Funding hinged on private sector contributions and self-sustaining dollars from service revenue.



# Introduction

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- The HSRT system will be included in 2008 RTP.
  - It is yet to be determined whether the HSRT system will be financially self-sustainable through private sector investment or if it will be unconstrained due to a lack of available funding.
- Goods movement is now part of HSRT system.
  - The Initial Operation Segment (IOS) is to have a link to the San Pedro Bay Ports to transport freight on the IOS to the Inland Empire.
- A Business Plan was recently completed for the HSRT system.





- Station
- ↗↘ IOS (by 2018)
- ↗↘ LAX to March (by 2020)
- ↗↘ LAX to Palmdale (by 2024)
- ↗↘ LAX to Irvine (by 2030)
- ↗↘ LAX to Irvine (conceptual for further study)
- ↗↘ LA Union Station to Central Orange County (by 2030)
- Anaheim to Las Vegas/Alliance (under study)
- ↗↘ Long-Term (Post-2030)

# Maglev System

Exhibit 4.9



**2004 RTP**

# CHALLENGES

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## **Southern California's major transportation challenges (2007 – 2030):**

### **REGIONAL MOBILITY**

- Increasing traffic congestion from 2.2m to 5.4m annual hours of delay
- Roadway system unreliability
- Significant environmental and social impacts

### **AVIATION DEMAND**

- Regional travel demand increase from 80 MAP to 170 MAP
- Growth at LAX and other urban airports constrained
- Travel markets of L.A. and O.C. distant from outlying airports with capacity

### **GOODS MOVEMENT**

- San Pedro Ports traffic will more than triple by 2030
- Ports currently handle 43% of all containers entering U.S.
- Shortage of capacity in the ports to keep up with demand
- Significant environmental and health impacts related to current operations



# REGIONAL SOLUTION

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**All three challenges can be addressed by a HSRT system, a high-performance and environmentally sensitive transportation mode.**

## **REGIONAL MOBILITY**

- Ability to link the urban centers, serving the needs of commuters
- Reduce the number of private vehicles on the road
- Enable intensification of land uses in conjunction with transit accessibility, encouraging more effective land use patterns (2% Strategy)

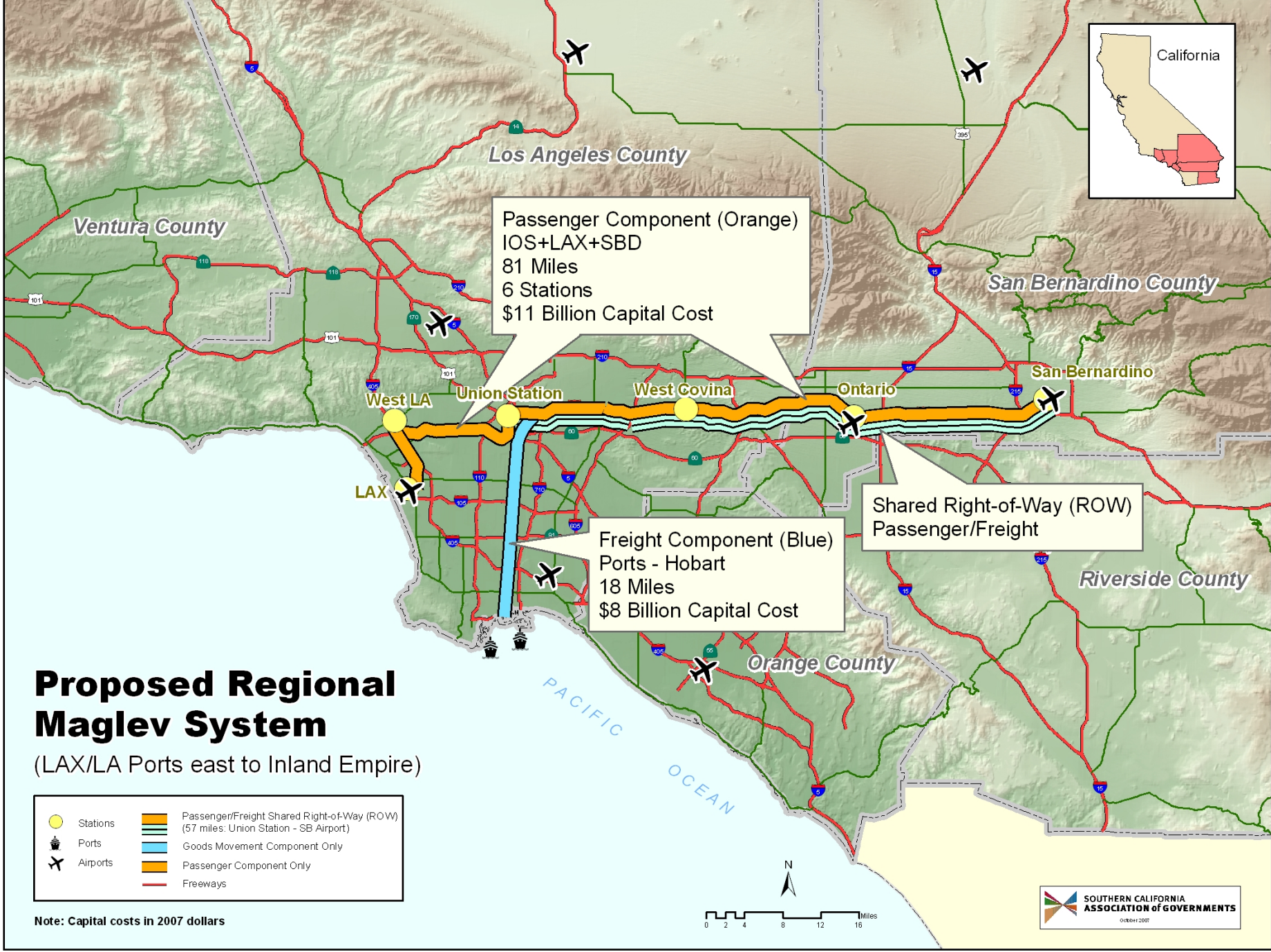
## **AVIATION DEMAND**

- Create a reliable and fast link between urban centers and airports
- Enable a higher level of service for airport access and connecting passengers
- Improve airport operations and optimize investment of aviation infrastructure

## **GOODS MOVEMENT**

- Link the San Pedro Ports with planned inland port facilities outside the basin
- Provide capacity to handle and move containers with little or no impacts





Passenger Component (Orange)  
 IOS+LAX+SBD  
 81 Miles  
 6 Stations  
 \$11 Billion Capital Cost

Freight Component (Blue)  
 Ports - Hobart  
 18 Miles  
 \$8 Billion Capital Cost

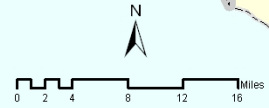
Shared Right-of-Way (ROW)  
 Passenger/Freight

# Proposed Regional Maglev System

(LAX/LA Ports east to Inland Empire)

- Stations
- Ports
- ✈ Airports
- ▬▬▬ Passenger/Freight Shared Right-of-Way (ROW) (57 miles: Union Station - SB Airport)
- ▬▬▬ Goods Movement Component Only
- ▬▬▬ Passenger Component Only
- ▬▬▬ Freeways

Note: Capital costs in 2007 dollars



# Business Case Conclusions

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The system is a financially competitive and a viable solution for the region.

1. The regional problems are eminent and strategically critical to the nation and the region.
2. The problems can only be resolved from a regional perspective. Incremental and partial solutions will not work.
3. The challenges must be solved on a financially viable basis. Otherwise it will be too costly.
4. Viability achieved through multiple use and competitive with today's cost and significantly less than future costs with the ability to be financially robust.
5. The system can be implemented in stages, becoming more viable as additional lines and greater regional connectivity is achieved.





# Issues

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- Formation of a **JPA for the IOS** is critical. The Cities of L.A., West Covina and Ontario will likely form the JPA this fall. The IOS is a 54-mile stretch in the I-10 corridor from West L.A. to Ontario Airport. Senator Feinstein secured funding for the IOS corridor.
- **Orangeline JPA:** As with all of the Maglev projects, the Orangeline was in the Constrained Plan of the 2004 RTP.

However, federal financial constraint requirements dictate a secure financial commitment for this project, as well as all other projects in the RTP.

Furthermore, the concept of High Speed Transport conflicts with a lower speed type of project more appropriate for this route (14 stops in 33 miles) from Union Station to central Orange County.



# Issues

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- Instead, the **LAX-South** route down the I-405 from West L.A. to Irvine and Central Orange County was selected as the preferred link to Orange County from L.A. by the Maglev Task Force. OCTA has not been involved much in the HSRT. Need more input from O.C. and OCTA.
- General Atomics in San Diego is hosting a **Maglev field trip** to look at their test track on October 12. OCTA Board members are invited.

