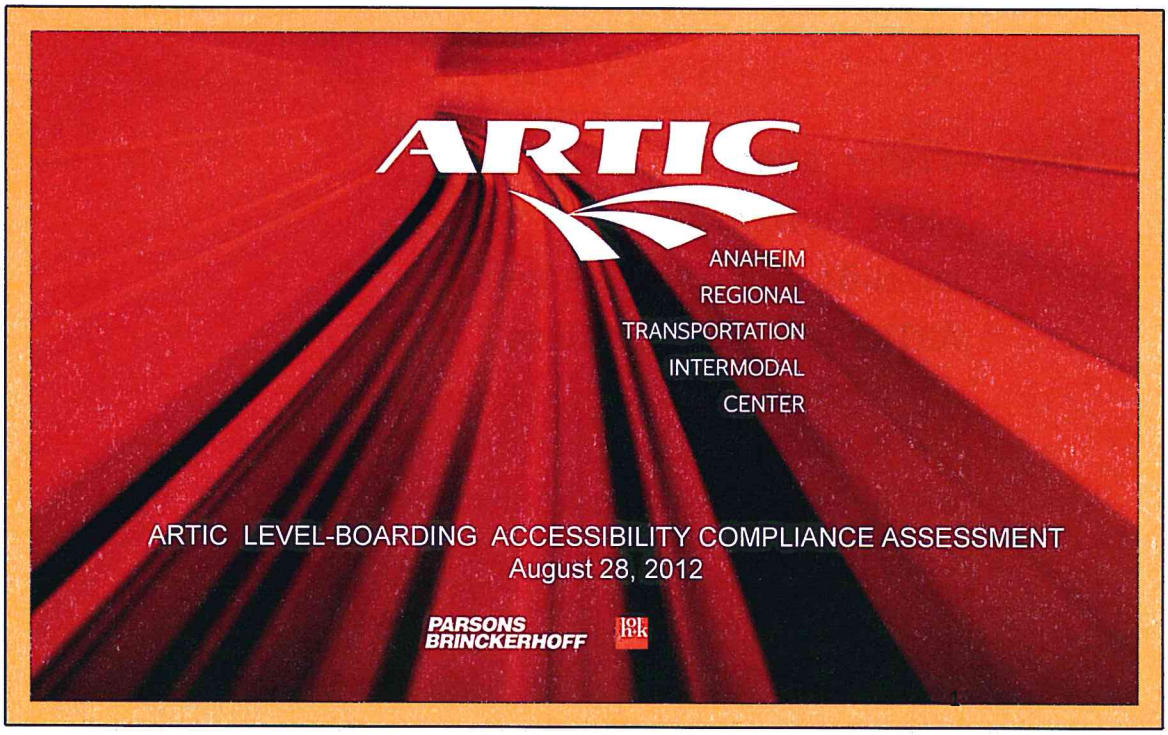

ARTIC Accessibility Compliance Assessment

Today's Presentation

- To share progress to date in complying with new USDOT requirements for level-boarding at ARTIC
- To receive comments regarding the project approach and alternatives

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ARTIC Accessibility Compliance Assessment

Today's Presentation

- ARTIC Overview
- Level-Boarding Requirements
- ARTIC Railroad Operations
  - Amtrak
  - Metrolink
- ARTIC Level-Boarding Approach
- Comments

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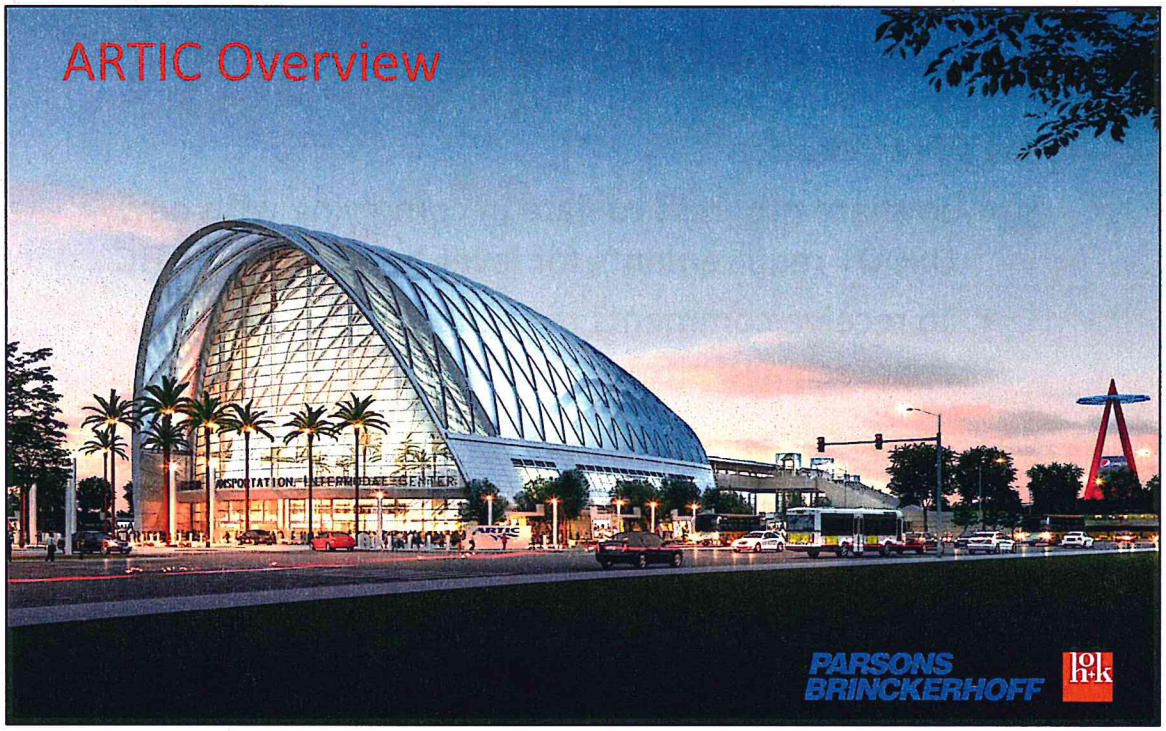


ARTIC Overview

A Consolidated Point of Presence for:

- Metrolink
- Amtrak
- OCTA Bus
- Anaheim Resort Transit
- Taxi Services
- Intercity Buses
- International Buses
- Tour and Charter Buses
- Private Vehicles/Parking
- Pedestrian and Bicycle Access

ARTIC Overview

The Need for ARTIC

AMTRAK

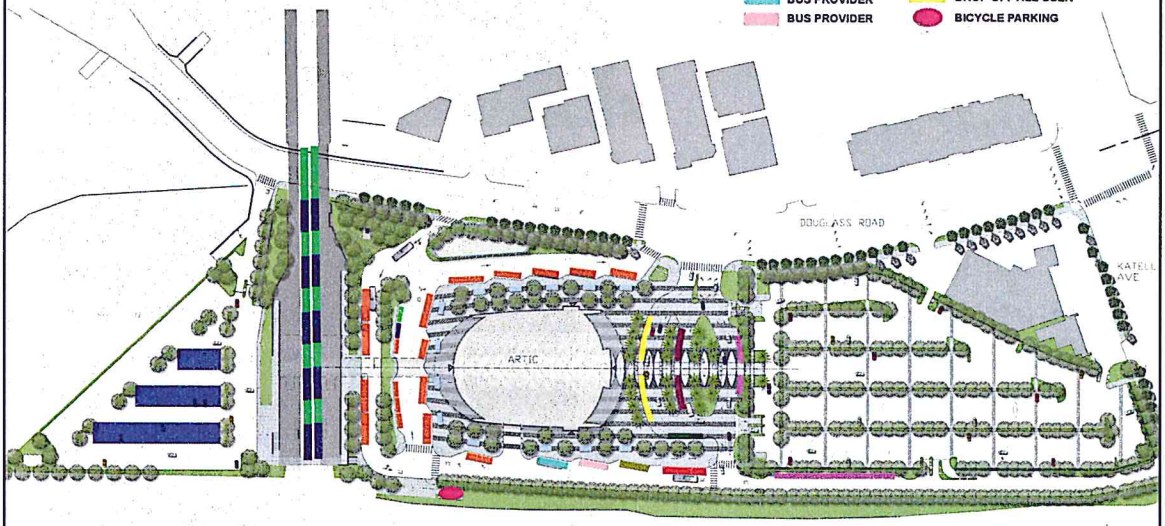
Metrolink Anaheim Train Station

Anaheim Station

- Continued demand for Metrolink and Amtrak.
- Anticipated increased rail service
- Anaheim Station is 3rd busiest for combined ridership with approximately 540,000 riders in FY2010-11.
- Need a transit facility to serve the growing population and number of workers and visitors.

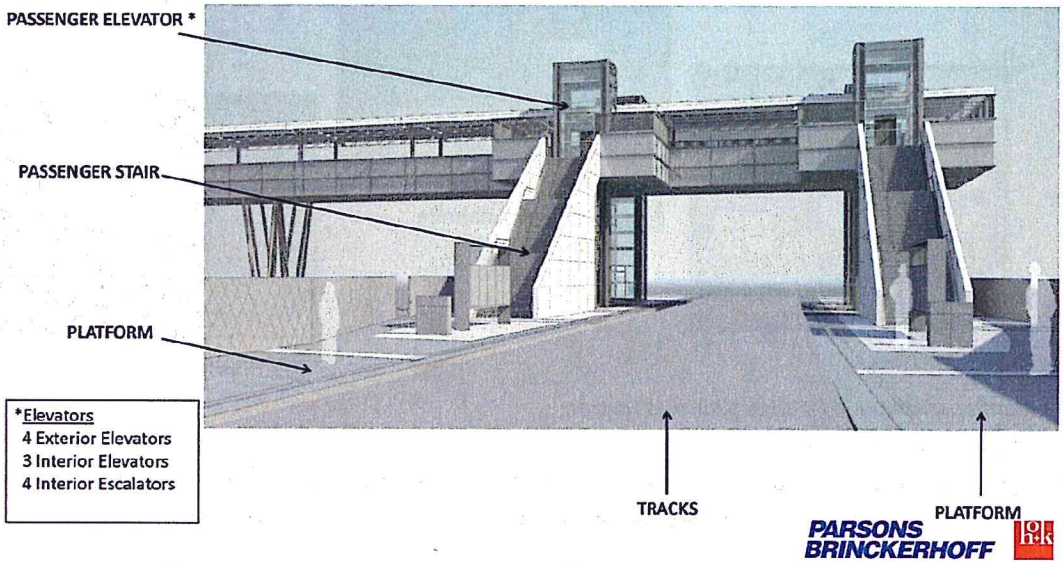
ARTIC Overview

Arrangement of Facilities



ARTIC Overview

Arrangement of Platform Facilities



Federal Level-Boarding Requirements

49 CFR §37.42 provides that passenger railroads must ensure that people with disabilities have access to all accessible cars available to people without disabilities in each train using a station.

- Where no platform track is shared with freight trains, full-length, level-entry boarding is required
- Where platform tracks are shared with freight trains, the passenger railroad must meet an equivalent *performance standard* for accessibility

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Level-Boarding Requirements

An acceptable performance standard provides a means of access for people with disabilities that is:

- Integrated
- Safe
- Reliable
- Timely
- Effective

Maximum gap allowable between platform edge and door:

3 inches horizontally and 5/8th of an inch vertically

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Level-Boarding Requirements

Performance standards can be met through:

- Car-borne mechanical devices (lifts)
- Car-borne manual devices (bridge plates, portable ramps)
- Track-based mechanical devices (gauntlet tracks)
- Platform-based mechanical devices (lifts, retractable platform edges)
- Platform-based manual devices (mini-highs, portable ramps, portable lifts)

Level-Boarding Requirements

Acceptable means of achieving performance standards are influenced by:

- Rolling stock characteristics
- System characteristics
- Railroad operating practices

ARTIC Railroad Operations

Anaheim Regional Transportation Intermodal Center

- Existing freight trains operated by BNSF Railway
  - Freight trains operate on both platform tracks
- Passenger railroad operations
  - National Rail Passenger Corporation (Amtrak)
  - Southern California Regional Rail Authority (Metrolink)
  - California High Speed Rail Authority (*future*)
    - High speed trains will employ separate tracks and platforms
    - To be considered later at the time of HSR construction

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Amtrak

- *Pacific Surfliner* consists mostly "California Cars"
  - 18-inch car floor above top of rail (ATOR)
  - One door per car designated accessible
    - Conductors deploy portable ramps as needed

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Amtrak

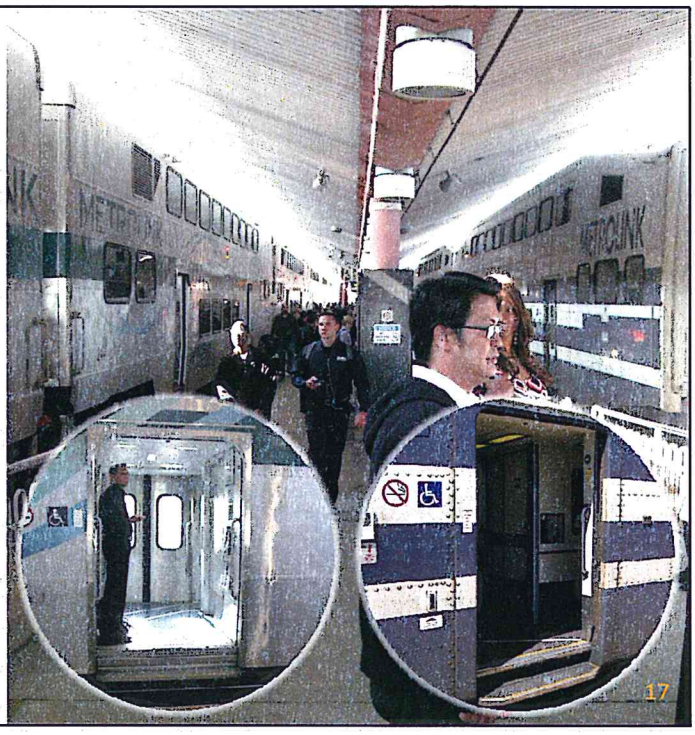
- Manual portable lifts available at Anaheim
  - Manually operated by train crew and/or station personnel
  - Stored on platforms
  - Lift/lower passengers with disabilities ±10 inches

Amtrak

- 52-inch folding ramp carried on board every car
  - Stowed in a special compartment next to accessible doors
  - 10-inch gap to an 8-inch platform edge
    - Creates an ADA unacceptable slope (19% or 1:5)
- Next Generation Amtrak cars will have on-board lifts

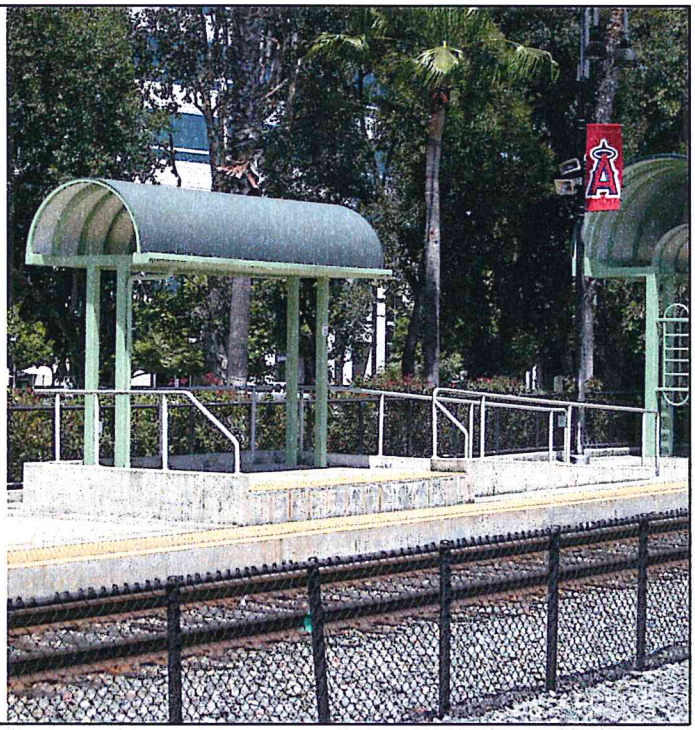
Metrolink

- Operates mixed fleet of Bombardier and newer Rotem cars
  - 25-inch ATOR floor
  - Lower intermediate step located about 18 inches ATOR
  - One door per car designated accessible



Metrolink

- Use mini-high platforms for access
  - At Los Angeles end of every platform
    - Train is repositioned as needed to access other cars
  - 21 inches ATOR
  - 7'-11" (95-inch) setback from the center line of track

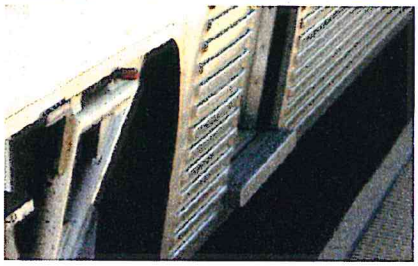


Metrolink

- Approximate 34-inch gap horizontal from car body to mini-high platforms edge
  - Gap spanned by folding bridge plate deployed by train crew

ARTIC Level-Boarding Approach

- Full-length, level-entry boarding not an option
  - Platform tracks are shared with freight trains
  - Amtrak and Metrolink trains are not equipped with on-board mechanical lifts
  - Amtrak and Metrolink floor heights and door configurations are not compatible with a single platform design



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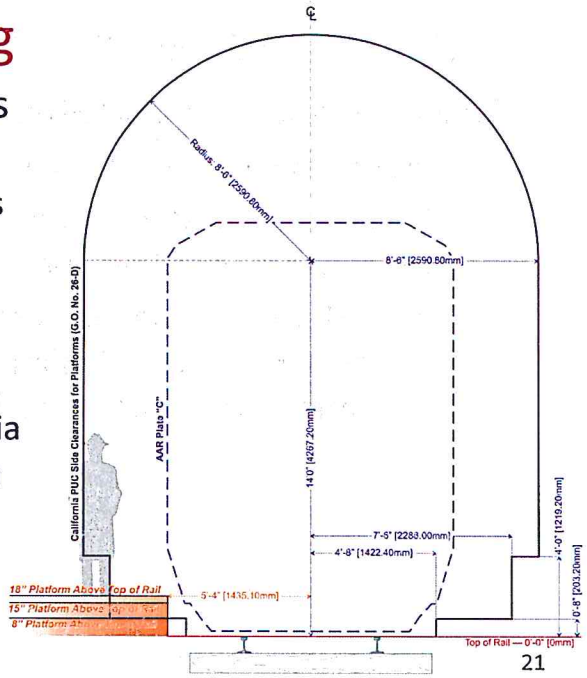
ARTIC Level-Boarding

- Alternate platform heights were considered
  - Only 8-inch ATOR platforms would be:
    - Compatible with current Amtrak and Metrolink operating practices
    - Compatible with California Public Utility Commission clearance standards



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ARTIC Level-Boarding Approach

- Level-boarding performance measures are proposed to be met through:
  - Amtrak: Portable platform lifts deployed by conductor
    - Supplemented by car-borne ramps
  - Metrolink: Mini-high platforms combined with car-borne bridge plate deployed by conductor
    - Train will be repositioned as needed to access all cars

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ARTIC Level-Boarding Approach

- Recommendation/Next Step
  - Proceed with 8-inch ATOR platforms
  - Submit a *Request for Determination* to the FRA and FTA for the recommended platform height
    - Performance measures to be met through portable car-borne ramps (Amtrak) or a combination of mini-high platforms and car-borne bridge plates (Metrolink)

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