

The Corridor

The Pacific Electric Right-of-Way (PE ROW) /West Santa Ana Branch Corridor is a railroad right-of-way that extends approximately 20 miles between the City of Paramount in Los Angeles County and the City of Santa Ana in Orange County. This Corridor was once part of the Pacific Electric Railway, or Red Car, system that provided transit service to Southern California from 1901 to 1961. Currently, much of the Corridor is abandoned and not used for transit purposes.

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA), is conducting an Alternatives Analysis (AA) for the PE ROW/West Santa Ana Branch. The AA will examine potential transit service along the Corridor that can:

- Provide additional travel options between Los Angeles and Orange Counties,
- Reduce congestion on nearby streets and freeways, and
- Provide Corridor communities with access to the regional transportation network.

In addition to regional and local transportation connections, reuse of the Corridor right-of-way, which ranges from 90 to 190 feet in width, offers other opportunities such as the creation of a linear bicycle and pedestrian system, much-needed park and open space, and station area sites to accommodate new housing, shops, and jobs.

The Alternatives Analysis (AA) study process will evaluate possible connections from the PE ROW/West Santa Ana Branch Corridor to the Metro Blue Line, Metro Green Line, north to Union Station in Downtown Los Angeles, and south to the Santa Ana Regional Transportation Center in Downtown Santa Ana. Though AA alternatives will generally follow the PE ROW/West Santa Ana Branch Corridor, potential transportation options outside the right-of-way may be studied.

The Corridor study area includes the cities of Anaheim, Artesia, Bell, Bellflower, Buena Park, Cerritos, Cudahy, Cypress, Downey, Garden Grove, Huntington Park, Lakewood, La Palma, Los Angeles, Lynwood, Maywood, Paramount, Santa Ana, South Gate, Stanton, and Vernon, and the counties of Los Angeles and Orange.

The Alternatives Analysis Process

The Alternatives Analysis (AA) process will follow the Federal Transit Administration (FTA) guidelines and standards to not only provide a reasoned basis for the selection of the Recommended Alternatives, but also to ensure that the identified transportation strategy is eligible for federal funding if desired. The AA study process ensures that a full range of transportation options, that address Corridor mobility needs in the year 2035 and beyond, are identified and considered. Options will include: the No Build Alternative, or complete only the

projects that are already funded; the Transportation Systems Management (TSM) Alternative, or use the transportation system we have more efficiently; and Build Alternatives that provide a new transportation solution. Build Alternatives may include bus rapid transit (BRT) with dedicated bus lanes, light rail transit (LRT), streetcar, commuter rail, and high speed rail.

The AA study is anticipated to result in the identification of a preferred transportation alternative, or phasing of alternatives, that addresses Corridor mobility needs in the year 2035 and beyond, while being sensitive to community and environmental concerns. Based on public consensus on the preferred alternative, SCAG staff will recommend a course of action to the SCAG Regional Council. This recommendation will be developed working closely with Metro and OCTA staff. As the owners of the right-of-way, Metro and OCTA will have the option to proceed with project into the environmental and engineering phases consistent with federal and state requirements.

Why the Alternatives Analysis Study Needs You

Public involvement is the key to the success of this study. It is your individual comments, along with input from elected officials, stakeholders, businesses, and local, regional, state, and federal agencies that will help shape the transportation decisions that impact your future. There will be many and ongoing opportunities for your involvement in the AA process. Three rounds of community workshops will be scheduled at key stages of the study to share information and solicit input and feedback from residents, businesses, and other stakeholders along the Corridor.

In addition, two study-related committees have been formed to further incorporate local input: a Corridor Steering Committee, comprised of Corridor elected officials, who will represent their cities and guide the process; and a Corridor Technical Advisory Committee comprised of city staff that will provide advice to the project team as alternatives are identified and evaluated.

How the Alternatives Analysis Study is Organized

The AA process has six stages of technical evaluation and analysis that will be accomplished over a 20-month period as described below. Each stage will refine the results of the previous effort using more detailed engineering, operational, cost, ridership, and environmental analysis, along with continued public input.

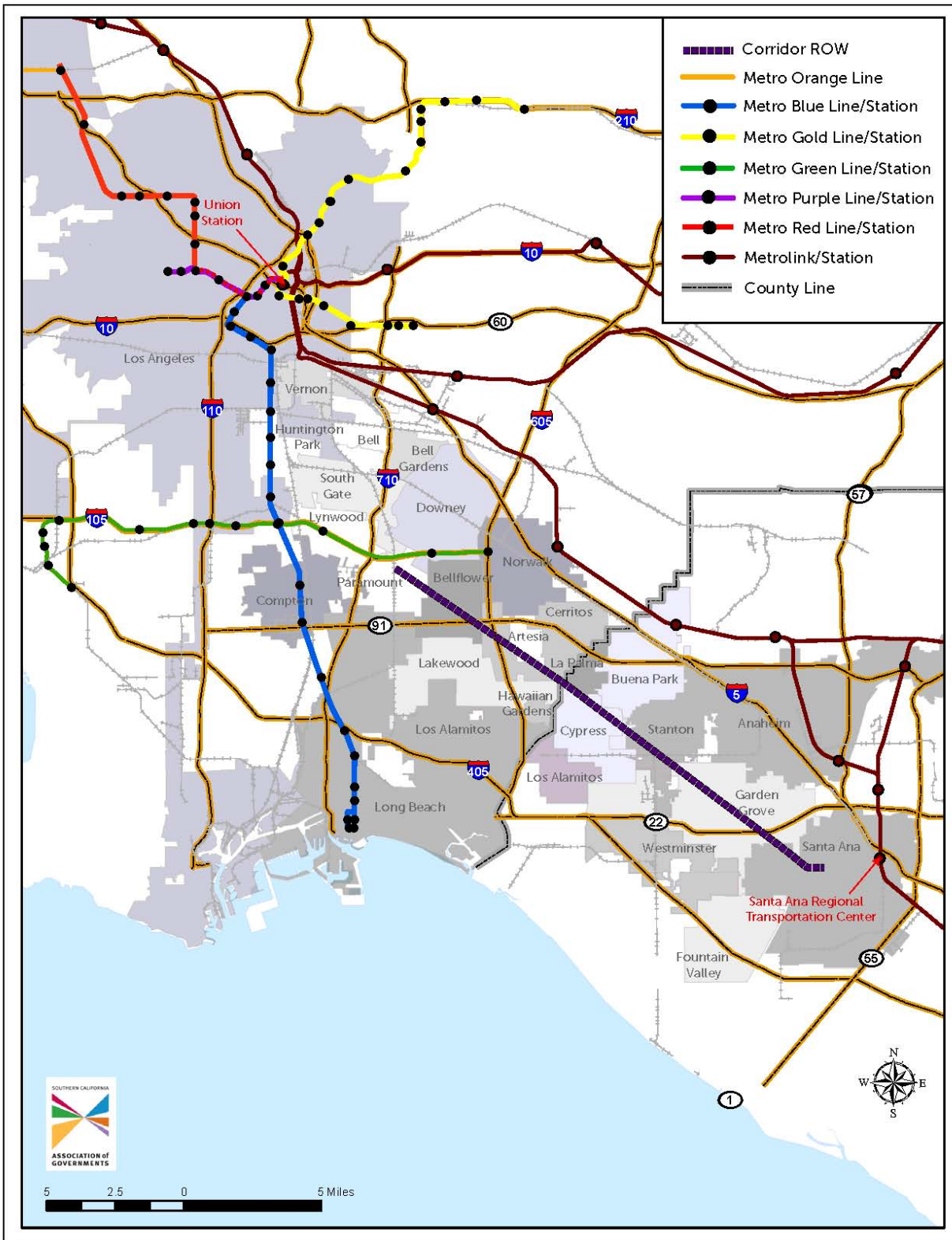
1. Project Initiation

May – July 2010

Purpose: Identify all possible alternatives and evaluation process

In this first stage, input from stakeholders, elected officials, and the public sets the framework for the AA study effort by defining:

- The Corridor mobility problem, or the transportation issues and challenges that will be addressed by the AA;



- A wide range of possible transportation solutions that make sense given the Corridor's transportation issues and challenges;
- Possible evaluation criteria that should be considered when making Corridor transportation decisions; and
- Preferred communication tools to keep everyone informed throughout the study process.

2. Initial Viability Assessment

July 2010

Purpose: Identify Initial Set of Alternatives

In the second step, the transportation alternatives identified during the Project Initiation phase, called the ***Conceptual Set of Alternatives***, are evaluated through a fatal flaw-level technical assessment and public input to identify the options that are the most feasible primarily from a constructability, community fit, and purpose and need fit perspective. In July, the Corridor Steering Committee will provide concurrence on the most viable four to six alternatives representing varied solutions, called the ***Initial Set of Alternatives***, to be studied further to provide more information about them.

3. Initial Alternatives Screening

August – December 2010

Purpose: Identify Final Set of Alternatives

The Initial Set of Alternatives is looked at in more detail through an initial level of technical and environmental analysis, and additional public input. In the late fall, the Corridor Steering Committee will provide concurrence on the most feasible alternatives, called the ***Final Set of Alternatives***, to be studied further through even more detailed analysis.

4. Final Alternatives Screening

January – October 2011

Purpose: Provide basis for a Recommended Alternative

In the fourth study phase, the Final Set of Alternatives are evaluated based on AA-level engineering and operating analysis, preliminary station design, capital and operating cost estimates, ridership forecasting, and community and environmental impact analysis. The resulting technical information, along with additional public and stakeholder input, will provide the basis for identification of a Recommended Alternative, or phasing of recommended alternatives.

5. Recommended Alternative

November – December 2011

Purpose: Develop consensus for a Recommended Alternative

In this phase, the technical results will be presented to stakeholders and elected officials, the Corridor Steering and Technical committees, and the public through a series of community meetings to start the process of developing a Recommended Alternative. The final recommendation may consist of a single recommended transportation project, or several transportation and related Corridor improvement projects.

6. SCAG, Metro and OCTA Actions Early 2012

Purpose: Incorporate the Recommended Alternative in agency plans

The Recommended Alternative will be developed by the Corridor Steering Committee based on extensive public outreach and then recommended for action by SCAG, and the Metro and OCTA Boards. The recommendation may then be included by SCAG action in their 2012 Regional Transportation Plan, and by the Metro and OCTA Boards for inclusion in their Long Range Transportation Plans for future environmental and engineering efforts to move the Recommended Alternative towards implementation.

How You Can Participate During the Project

During the Project Initiation phase, we would like your thoughts and ideas on:

- ***What do you think are the transportation issues and challenges of your community?***
- ***What transportation solutions make sense to you?***
 - Complete the projects that are already funded only
 - Use the transportation system we have more efficiently
 - Provide a new transportation solution
- ***Where do you want to go? What work, shopping, educational, recreational, and other destinations would you like better travel to?***
- ***How should the proposed transportation options be evaluated? What should we consider when making Corridor transportation decisions?***
- ***How would you like us to keep you informed throughout the 20-month study?***

You can share your thoughts and ideas with us today by:

1. Participating in a group discussion
2. Completing a comment card

And throughout the study by:

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Phone 213.236.1842

Email law@scag.ca.gov

Project website www.pacificelectriccorridor.com

Facebook – search SCAG