

**DATE:** February 7, 2013

**TO:** Regional Council (RC)

**FROM:** Hasan Ikhata, Executive Director, 213-236-1944, ikhrata@scag.ca.gov

**SUBJECT:** Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations

**EXECUTIVE DIRECTOR’S APPROVAL:** 

**RECOMMENDED ACTIONS:**

- 1) Approve the Transportation Committee recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
- 2) Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

**EXECUTIVE SUMMARY:**

*On January 3, 2013, the Transportation Committee approved staff recommendations regarding the PE ROW/West Santa Ana Branch Corridor AA. The AA study findings are based upon an extensive analytical and outreach effort that resulted in recommendations regarding technology, stations, alignments, and phasing options to be carried forward for further study by Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases. The recommendations are summarized below and discussed in further detail in the report attachments.*

<i>Category</i>	<i>Recommendations for Further Study by Metro/OCTA in Future EIR/EIS</i>
<i>Technology Alternatives</i>	<ul style="list-style-type: none"> <li>• <i>No Build</i></li> <li>• <i>Transportation Systems Management (TSM)</i></li> <li>• <i>Light Rail Transit (LRT)</i></li> </ul>
<i>Stations</i>	<i>The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station, as requested by the Steering Committee</i>
<i>Northern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>West Bank 3</i></li> <li>• <i>East Bank</i></li> </ul>
<i>Southern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>Harbor Blvd./1<sup>st</sup> St.</i></li> </ul>
<i>Phasing</i>	<i>Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation</i>

# REPORT

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## **STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

## **BACKGROUND:**

The TC directed staff to initiate the AA study based upon discussions held during the development of the 2008 Regional Transportation Plan (RTP) regarding the use of the PE ROW in LA and Orange Counties. Subsequent to the direction from the TC, the three (3) agencies – SCAG, Metro, and OCTA – agreed to work cooperatively on the proposed study. Metro and OCTA staff participated in SCAG's consultant procurement process and assisted with proposal reviews and consultant interviews. This inter-agency coordination remained ongoing throughout the duration of developing the AA study, through regular agency coordination meetings and advanced Metro and OCTA review of project deliverables. SCAG selected a consultant team led by AECOM, Inc., to conduct the technical work, which began in February 2010 and concluded in June 2012 at a total cost of \$1.9 million.

After considerable discussion at its January 3, 2013 meeting, TC recommended that the Regional Council approve staff recommendations with respect to the AA study. Upon approval from the Regional Council, staff will finalize the AA report and forward the study findings and RC-approved recommendations to Metro and OCTA. This project is included in the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as the "West Santa Ana Branch ROW Corridor" in LA County, and it is also included in Metro's LRTP and Measure R expenditure plan. The project details are as yet undefined, pending the completion of this study and potential action on a preferred strategy by Metro. The 2012 RTP may be amended in the future to reflect any Metro action that further defines the project.

## **FISCAL IMPACT:**

Consultant work on this study was completed on June 30, 2012. Contract funding was provided in the FY2011/12 Overall Work Program (OWP) WBS# 12-140.SCG01003.

## **ATTACHMENT:**

Jan. 3, 2013 Staff Report to the Transportation Committee

To access Draft AA Report, please visit: <http://www.scag.ca.gov/perow/project-documents.html>.

# REPORT

**DATE:** January 3, 2013  
**TO:** Transportation Committee (TC)  
**FROM:** Philip Law, Acting Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov  
**SUBJECT:** Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations

**EXECUTIVE DIRECTOR’S APPROVAL:** 

**RECOMMENDED ACTIONS:**

Recommend that the Regional Council:

- 1) Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
- 2) Consider the Steering Committee recommendation regarding the Low Speed Maglev alternative; and
- 3) Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

**EXECUTIVE SUMMARY:**

*SCAG staff has concluded the technical work on the PE ROW/West Santa Ana Branch Corridor AA. The staff findings are based upon an extensive analytical and outreach effort that resulted in recommendations regarding technology, stations, alignments, and phasing options to be carried forward for further study by Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases, consistent with federal and state requirements. The recommendations are summarized below and discussed in further detail in the staff report and attachments. The staff recommendations and the Steering Committee recommendations are identical, with the exception of the Low Speed Maglev alternative. Based upon the TC’s actions on January 3, 2013, the matter will be forwarded to the Regional Council in the following month for final action.*

*On October 4, 2012, Hasan Ikhata presented the study findings and staff recommendations to the TC. The TC requested that staff return with further clarification regarding the Steering Committee recommendations and the Maglev analysis methodology. The clarification is provided in this staff report and will be presented to the TC on January 3, 2013. All TC members were provided access to the full AA report via e-mail on October 9, 2012, and a reminder e-mail was sent on November 13, 2012.*

Category	Recommendations for Further Study by Metro/OCTA in Future EIR/EIS	
	Staff Recommendations	Steering Committee Recommendations
Technology Alternatives	<ul style="list-style-type: none"> <li>• No Build</li> <li>• Transportation Systems Management (TSM)</li> <li>• Light Rail Transit (LRT)</li> </ul>	<ul style="list-style-type: none"> <li>• No Build</li> <li>• Transportation Systems Management (TSM)</li> <li>• Light Rail Transit (LRT)</li> <li>• Low Speed Maglev</li> </ul>

# REPORT

<i>Category</i>	<i>Recommendations for Further Study by Metro/OCTA in Future EIR/EIS</i>	
	<i>Staff Recommendations</i>	<i>Steering Committee Recommendations</i>
<i>Stations</i>	<i>The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station, as requested by the Steering Committee</i>	<i>The stations that were identified in city work sessions should be carried forward, except for the Cerritos/Bloomfield station, as requested by the Steering Committee</i>
<i>Northern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>West Bank 3</i></li> <li>• <i>East Bank</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>West Bank 3</i></li> <li>• <i>East Bank</i></li> </ul>
<i>Southern Connection Alignment</i>	<ul style="list-style-type: none"> <li>• <i>Harbor Blvd./1<sup>st</sup> St.</i></li> </ul>	<ul style="list-style-type: none"> <li>• <i>Harbor Blvd./1<sup>st</sup> St.</i></li> </ul>
<i>Phasing</i>	<i>Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation</i>	<i>Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation</i>

**STRATEGIC PLAN:**

This item supports SCAG’s Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

The TC directed staff to initiate the AA study based upon discussions held during the development of the 2008 Regional Transportation Plan (RTP) regarding the use of the PE ROW in LA and Orange Counties. Subsequent to the direction from the TC, the three (3) agencies – SCAG, Metro, and OCTA – agreed to work cooperatively on the proposed study. Metro and OCTA staff participated in SCAG’s consultant procurement process and assisted with proposal reviews and consultant interviews. This inter-agency coordination remained ongoing throughout the duration of developing the AA study, through regular agency coordination meetings and advanced Metro and OCTA review of project deliverables. SCAG selected a consultant team led by AECOM, Inc., to conduct the technical work, which began in February 2010 and concluded in June 2012 at a total cost of \$1.9 million.

**Study Process**

The PE ROW is an abandoned railroad corridor that extends 20 miles from the City of Paramount to the City of Santa Ana. It is owned by Metro and OCTA, and is not currently used for mass transportation purposes. The study area extends from Downtown LA/Union Station in the north to the Santa Ana Regional Transportation Center (SARTC) in the south. The AA study assesses the feasibility of transit service on the corridor and its potential to improve mobility, provide the corridor communities with improved connections to the regional transit system, support local plans for economic development, and provide residents and workers with additional travel options. The study follows the Federal Transit Administration (FTA) guidelines for AA studies, to leave open the possibility for Metro and OCTA to pursue federal funding for the project.

SCAG staff and consultants (the project team) implemented an extensive stakeholder coordination and public participation process that included: the aforementioned agency coordination with Metro and OCTA, as well as with the Orangeline Development Authority (OLDA); two advisory committees—a Technical Advisory Committee (TAC) comprised of city and agency staff, and a Steering Committee comprised of elected officials representing the corridor cities and counties and co-chaired by Board Directors from Metro and OCTA; a total of 20 community meetings held throughout the corridor over the course of the study; a project website and electronic newsletter; presentations to neighborhood and community groups; and briefings with elected officials.

The study findings and recommendations are based upon an extensive analytical effort that involved the identification and evaluation of a wide range of technology and alignment alternatives. These alternatives were evaluated in a multi-step screening process that incorporated technical analysis and community and stakeholder input, leading to the identification of a final set of alternatives for detailed evaluation that includes No Build, TSM, and four (4) “build” alternatives: Bus Rapid Transit (BRT); Street Car; LRT; and Low Speed Maglev. For BRT, the study evaluated a street-running option and an option utilizing the high-occupancy vehicle (HOV) lanes on the I-105 and I-110 freeways. For the fixed guideway options (Street Car, LRT, and Low Speed Maglev), the study evaluated four northern connection alignments and two southern connection alignments, using various combinations of railroad rights-of-way and city streets. The northern alignments address the connection from the PE ROW in Paramount north to Union Station, while the southern alignments address the connection from the PE ROW in Santa Ana to SARTC.

The alternatives were evaluated with respect to project goals and evaluation criteria that were developed based upon input received through the public participation process and from the two advisory committees, the TAC and Steering Committee. These criteria include: stakeholder and public support; ridership; cost to build and to operate; cost-effectiveness; support for local economic development plans; and environmental effects such as noise, vibration, visual/privacy, traffic, air quality, and property acquisition. SCAG staff presented a summary of the final screening evaluation results to the TC at its May 3, 2012 meeting and again at its October 4, 2012 meeting.

As Metro and OCTA consider moving forward with this project, the AA report identifies a number of significant challenges. First, the northern connection alignments evaluated in the AA would include the construction of a new Metro Green Line station in the median of the I-105 freeway, and are proposed to use various railroad ROWs that are not currently owned by Metro. Most importantly, the San Pedro Subdivision ROW that would connect the PE ROW north towards Union Station is currently owned by the Ports of LA and Long Beach. Utilization of this railroad ROW would require provision of freight trackage, along with any new transit system, to accommodate service to the existing freight customers and provide emergency travel for the Alameda Corridor freight activity. Second, access to, and capacity constraints at, Union Station remain a significant challenge and Metro has recently begun work on a Union Station Master Plan. Third, there is limited funding secured for this project in LA County, with only \$240 million identified in Measure R. This amount is not sufficient to fund any of the build alternatives in the AA study, and the estimated shortfalls are significant—from \$1 billion for BRT to \$3 billion for LRT and up to \$9 billion for Low Speed Maglev (these figures reflect financing funding requirements).

## **Methodology for Evaluating Low Speed Maglev**

At its October 4, 2012 meeting, the Transportation Committee requested clarification on the methodology and process used to analyze the Low Speed Maglev alternative. The clarification is as follows. A High Speed Maglev alternative was evaluated during the initial screening phase of the AA, but the Steering Committee did not carry this alternative forward for further study due to: poor cost-effectiveness; high cost to build, operate, and ride the alternative; low ridership estimates; significant property acquisition; and the fact that the high speeds and wide station spacing did not support the corridor cities' more locally-based mobility needs and local economic revitalization and development goals. While the Steering Committee did not recommend the High Speed Maglev alternative for further study in the AA, the Steering Committee was interested in continuing to evaluate a lower-speed version of the technology due to its perceived environmental benefits, including low noise and vibration impacts. Although a Low Speed Maglev alternative was not part of the initial screening, and consequently no public input was received, the Steering Committee requested that SCAG include a Low Speed Maglev alternative in the final screening phase of the AA. On June 2, 2011, the Regional Council authorized an additional \$97,500 in funding to AECOM to provide for the additional analysis of the Low Speed Maglev alternative.

Currently, there is only one commercially deployed Low Speed Maglev system in the world—the Tobu Kyuryo (Linimo) Line, in Nagoya, Japan—and much of the information is proprietary and/or not readily available. There are also important differences between Japanese and California standards and processes, such as construction process, seismic standards, and Americans with Disabilities Act (ADA) and fire/life safety requirements. This presented a methodological challenge to the project team, because evaluating Low Speed Maglev as part of the AA final screening required readily-available information that is comparable to, or easily convertible to, U.S. labor and regulatory conditions. Additionally, it was not possible to obtain information directly from Japan due to the 2011 earthquake and tsunami. Some information on basic system characteristics and measurements was acquired from the 2009 FTA report titled “FTA Low-Speed Urban Maglev Research Program: Lessons Learned.” The key lesson reported by the FTA in this report was that conversion of the Linimo system to meet U.S. safety and ADA requirements would be very difficult, and would require fundamental design changes that would negatively impact costs.

Given these challenges, the project team developed a methodology to evaluate Low Speed Maglev using the information that was available for the Linimo system, and using additional assumptions to address the gaps in information. This methodology was vetted through the agency coordination team of Metro, OCTA, and OLDA staff. The methodology was presented to, and accepted by, Steering Committee member and Cerritos Councilmember Bruce Barrows on August 2, 2011. The methodology was also presented to, and accepted by, the TAC on July 19, 2011, and the OLDA Board on September 14, 2011. The methodology focused on the following key areas: ridership modeling, engineering and system design, capital cost, operating and maintenance (O&M) cost, engineering and system design.

For ridership modeling, Low Speed Maglev was modeled similar to LRT based on similar station spacing and average/maximum speed, with an assumed 100% aerial system. Ridership was estimated in two scenarios, assuming fares based on public and private operations.

For conceptual engineering and system design, the approach was to use available Linimo information combined with North American/Southern California aerial system design standards. At the AA conceptual level of design (3% to 5%), the lack of Maglev system details was not expected to significantly impact

system design, but would likely result in underestimated capital costs and higher contingencies due to many unknown operational system details.

Conceptual-level capital costs were developed by estimating quantities for individual line items in Standardized Cost Categories developed by FTA, and applying standardized unit costs from similar projects with recent estimates and/or bid information. In accordance with FTA guidance, contingencies were applied to reflect uncertainties due to the conceptual level of design. Consistent with recent Metro projects, an allocated contingency of 5% was applied for vehicles and up to 30% for all other cost categories, and an unallocated contingency of 10% was applied to the overall project cost. A majority of the construction elements for Low Speed Maglev are similar to other above-grade systems. The exceptions are the guideway, operating system, and vehicles. Therefore, an additional allocated contingency of 20% was applied to these three elements to reflect the unknown cost of migrating the technology to the U.S. and Southern California.

Information about the Linimo system O&M costs was not readily available, and the project team had additional concerns and difficulties as follows. It was unclear what was included in the reported Linimo O&M costs, and it was difficult to compare costs without a staffing organization chart. There are different labor structures and regulatory requirements in Japan, and Japan has a successful history of public/private partnerships, while the U.S. is still on a learning curve. Therefore, to develop O&M cost parameters, the project team referred to the Vancouver SkyTrain system, which is similar to Linimo in that it is 100% aerial with an automated, integrated power system. There are similar labor conditions and regulatory requirements, and O&M cost calculations are similar to U.S. methods. The information was also readily available. The project team also based storage and maintenance facility requirements on the SkyTrain system, and applied Metro design policies, such as those related to length of storage tracks, cross-over requirements, ADA and emergency access.

## **Recommendations**

The study recommendations are grouped into three (3) main categories: technology; stations and alignments; and project phasing. The project team developed initial recommendations based upon the technical analysis and input from public and stakeholder participation. The TAC reviewed and discussed the project team recommendations on June 12, 2012 and developed TAC recommendations to the Steering Committee (see Attachment 2). Subsequently, on June 20, 2012, the Steering Committee accepted all of the TAC recommendations, with two revisions: the Steering Committee deleted the Cerritos/Bloomfield station from further consideration, and the Steering Committee clarified that the decision on phasing within LA County would be determined upon further engineering and environmental analysis by Metro.

Staff concurs with all of the Steering Committee recommendations, with the exception of the recommendation regarding the Low Speed Maglev technology alternative. The recommendations are described below and discussed in greater detail in the attachments to the staff report.

## **Technology**

Regarding technology, the No Build and TSM alternatives are required to be carried forward. Of the remaining build alternatives, the project team recommended that only the LRT option be carried forward for further study due to its projected ridership (highest among all of the alternatives); its ability for potential interlining with the Metro rail system and use of existing facilities and operational experience; its cost-

effectiveness (best among the guideway alternatives); and its community and stakeholder support (highest among all the alternatives). The TAC and Steering Committee agreed with the project team recommendation for LRT, but recommended that the Low Speed Maglev alternative also be carried forward. The TAC and Steering Committee viewed Low Speed Maglev as an environmentally superior option that had the lowest noise, vibration, and traffic impacts among the fixed guideway alternatives and that offered a new, future-oriented technology. It should be noted that, in making this recommendation for the Low Speed Maglev alternative, neither the TAC nor the Steering Committee disputed the technical findings and evaluation results presented by the project team for the Low Speed Maglev alternative.

Staff does not concur with the Steering Committee recommendation for Low Speed Maglev, due to its unproven technology, highest cost and worst cost-effectiveness among all the alternatives, significant right-of-way impacts, and OCTA's adopted principles regarding emerging transit technologies (further discussion of OCTA's position is provided in a subsequent section of this report).

### Alignment and Stations

Regarding the horizontal alignment, the project team recommended that only the West Bank 3 option be carried forward for further study. The West Bank 3 alignment served a higher number of key cities and destinations, resulting in higher ridership, connectivity to the existing Metro rail system, and city and agency support. The TAC and Steering Committee agreed with the project team recommendations, but recommended that the East Bank alignment also be carried forward. The project team did not recommend the East Bank alignment due to the existing heavy freight and passenger rail utilization and capacity constraints. However, the TAC and Steering Committee recommended this alignment to allow for the consideration of two (2) alignment options connecting north to Union Station.

Regarding the vertical alignment, the TAC and Steering Committee also recommended that future study efforts should evaluate the LRT alternative operating in a fully grade-separated configuration.

Regarding stations, the project team recommended that the initial set of stations that were identified in working sessions with corridor cities and agencies be carried forward for further study (the stations list is included in Attachment 2). The TAC agreed with the project team recommendation, with the understanding that future study efforts may identify more precise station locations and result in the shifting, relocating, and/or adding of stations. The Steering Committee concurred, but also recommended the removal of the Cerritos/Bloomfield station from further study, based on a request by the Cerritos representative.

Staff concurs with all of the Steering Committee recommendations regarding alignments and stations.

### Phasing

Regarding phasing, the project team recommended that the LA County segment should proceed first, reflecting current funding availability and agency priorities. There are \$240 million in Measure R funding available for this corridor in LA County, and the project is included in Metro's Long Range Transportation Plan (LRTP). OCTA is currently addressing other transit priorities identified in its renewed Measure M program and LRTP. The TAC and Steering Committee agreed with the project team recommendation. The Steering Committee clarified that the Minimum Operable Segments (MOSSs) within LA County should be determined by Metro based upon more detailed engineering and environmental review work.



Staff concurs with the Steering Committee clarification regarding the phasing of MOSs within LA County.

### **OCTA Action Regarding Maglev Alternative**

At the June 20, 2012 Steering Committee meeting, the Orange County members of the committee opposed the technology recommendations and abstained from the alignment and phasing recommendations. Subsequently, the OCTA Board at its July 23, 2012 meeting took action to oppose the Steering Committee recommendations and directed OCTA staff to work with the SCAG Executive Director to remove the Low Speed Maglev option from the report's recommendation and from future follow-up studies. The OCTA Board has adopted policies and guiding principles in its LRTP regarding the evaluation and consideration of emerging and unproven transit technologies. The August 10, 2012 letter from OCTA regarding the Low Speed Maglev alternative is provided as Attachment 3 of the staff report. OCTA's position regarding the Low Speed Maglev alternative is consistent with the staff recommendation.

### **Next Steps**

Upon approval from the Transportation Committee and Regional Council, staff will finalize the AA report and forward the study findings and RC-approved recommendations to Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the sole discretion to proceed with their portion of the project into the engineering and environmental phases consistent with federal and state requirements.

This project is included in the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as the "West Santa Ana Branch ROW Corridor" in LA County, and it is also included in Metro's LRTP and Measure R expenditure plan. The project details are as yet undefined, pending the completion of this study and potential action on a preferred strategy by Metro. The 2012 RTP may be amended in the future to reflect any Metro action that further defines the project.

### **FISCAL IMPACT:**

Consultant work on this study was completed on June 30, 2012. Contract funding was provided in the FY 12 Overall Work Program (OWP) WBS# 12-140.SCG01003.

### **ATTACHMENTS:**

1. PowerPoint Presentation: "Pacific Electric Corridor – Study Recommendations"
2. TAC Recommendations
3. August 10, 2012 OCTA Letter
4. September 19, 2012 OLDA Letter and SCAG Response
5. Support Letters

To access Draft AA Report, please visit: <http://www.scag.ca.gov/perow/project-documents.html>

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WEST SANTA ANA BRANCH

## ***Pacific Electric Right-of-Way West Santa Ana Branch Corridor Alternatives Analysis***

### ***Study Recommendations***

Transportation Committee

January 3, 2013

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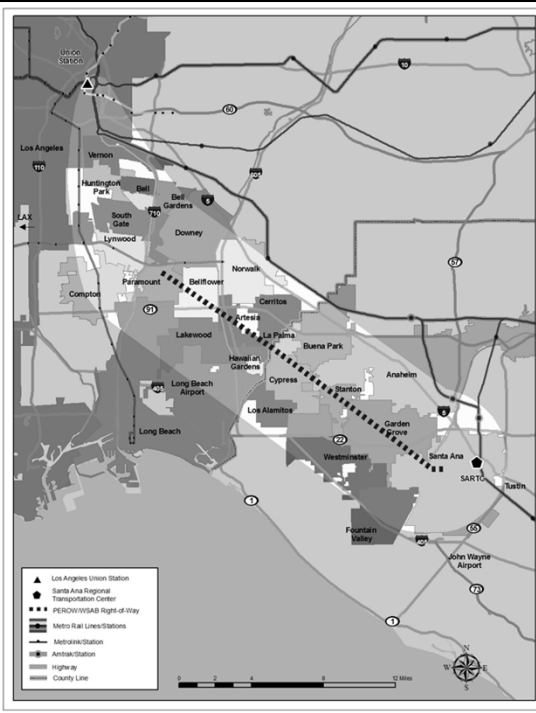


WEST SANTA ANA BRANCH

## **Study Area**

- Pacific Electric Right-of-Way / West Santa Ana Branch (PEROW/ WSAB) extends 20 miles from Paramount to Santa Ana, owned by Metro and OCTA
- Study evaluated alignment options to connect to: LA Union Station and Santa Ana Regional Transportation Center (SARTC)

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## Final Set of Alternatives



No Build



Transportation Systems Management (TSM)



Bus Rapid Transit (BRT)



Street Car



Light Rail Transit (LRT)



Low Speed Magnetically Levitated Train (Maglev)

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## BRT Alternative



Alternative defined as:


- High-capacity, high speed bus service similar to Metro Orange Line in Los Angeles County

Two options studied:

- HOV Lane-Running Option, similar to Metro Silver Line
- Street-Running Option, similar to Metro Rapid lines and planned OCTA BRT




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PACIFIC ELECTRIC  
CORRIDOR  
WEST SANTA ANA BRANCH

## BRT Alternative Alignments



**Northern Connection Area:**

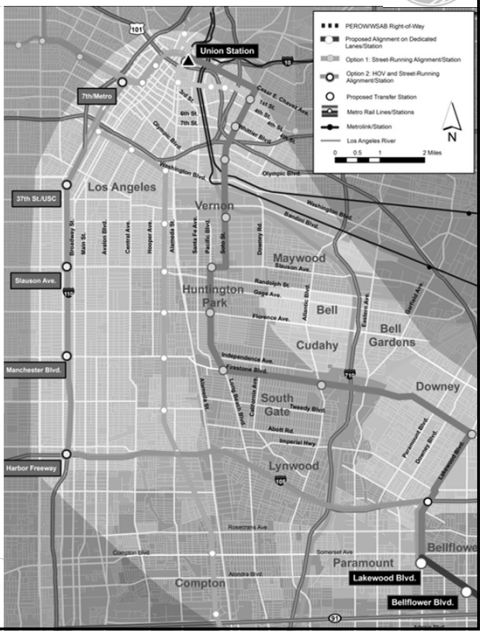
- Street service
- Transitway and freeway HOV Lane service

**PEROW/WSAB Area:**


- Dedicated lane service
- Some street service

**Southern Connection Area:**

- Street service





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CORRIDOR  
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## Guideway Alternatives






Portland Streetcar



Metro Gold Line



**Street Car**

- Similar to Portland, Santa Ana
- At-grade, in street, mixed with auto traffic


**LRT**

- Similar to Metro Blue, Green, Gold, Expo Lines
- Operates in own right-of-way

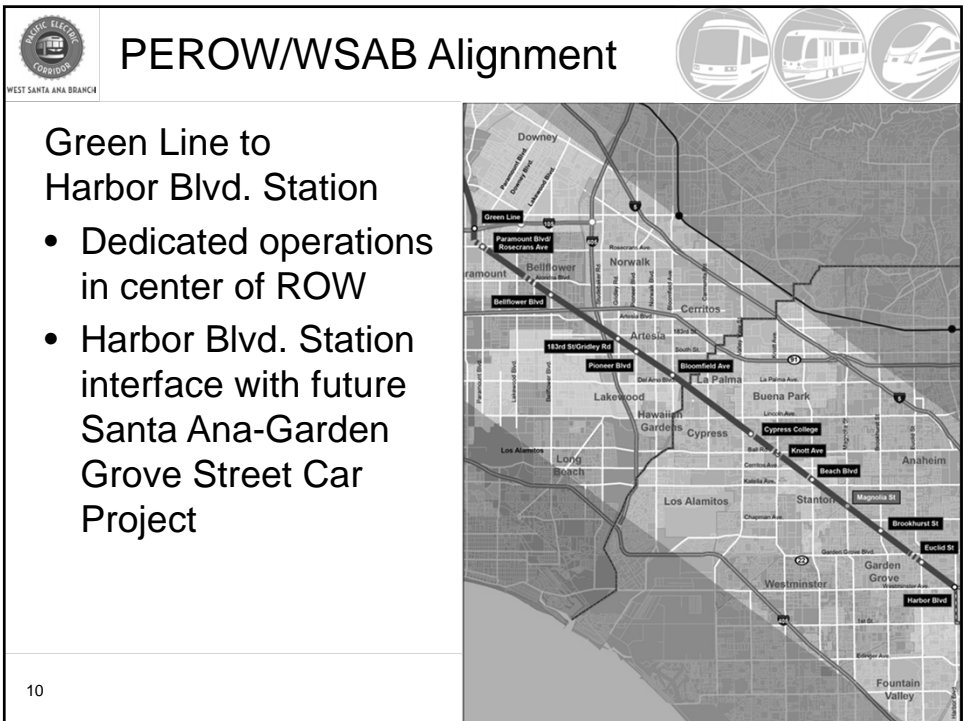
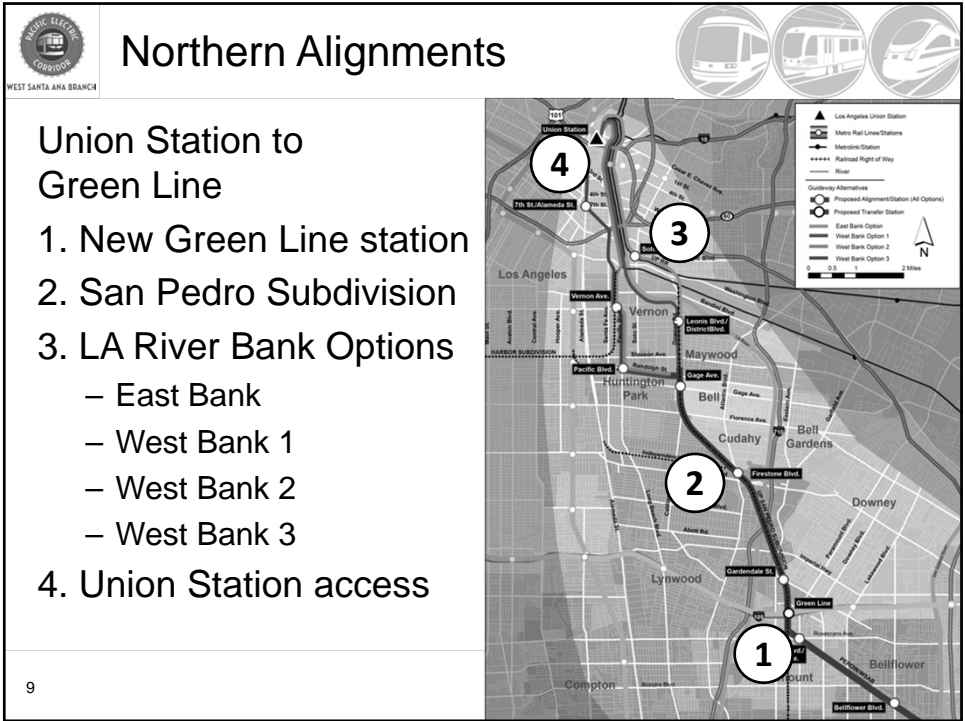
**Low Speed Maglev**


- Similar to Linimo Line in Nagoya, Japan
- Must be fully grade-separated

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## Southern Alignments



**Harbor Blvd. Station to SARTC**

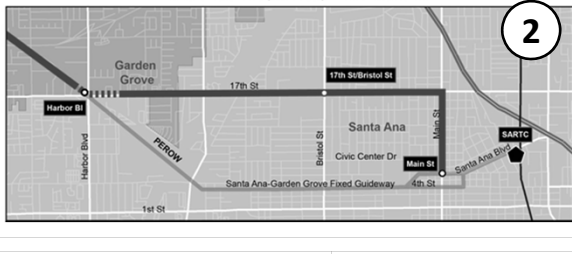
1. Harbor Blvd./1<sup>st</sup> St./SARTC
2. Westminster Blvd./17<sup>th</sup> St./Main St./transfer to Santa Ana Street Car system

Harbor Boulevard/1st Street/SARTC Alternative




1

Westminster Boulevard/17th Street/Main Street Alternative




2

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## Capital Cost Methodology


**Cost to construct includes:**

- Direct costs such as guideway/tracks, operating systems, stations, vehicles, maintenance/storage facilities
- Indirect costs such as ROW acquisition, professional services

**Conceptual-level capital costs are developed based on:**

- Estimating quantities for individual line items in Standardized Cost Categories developed by FTA
- Applying standardized unit costs from similar projects with recent estimates and/or bid information
- Applying contingencies to reflect conceptual level of design
  - Allocated contingency, applied to each cost category
  - Unallocated contingency, applied to overall project cost

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## Engineering and System Design

Linimo Low Speed Maglev design information:

- Is proprietary and not readily available
- Must be converted to Southern California standards

Approach:

- Design based on available Linimo information combined with North American/Southern California aerial system design standards.
- At AA level of design (3-5%), lack of Maglev system details will not significantly impact system design, but may result in:
  - Underestimated capital costs
  - Higher contingencies

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## Contingency

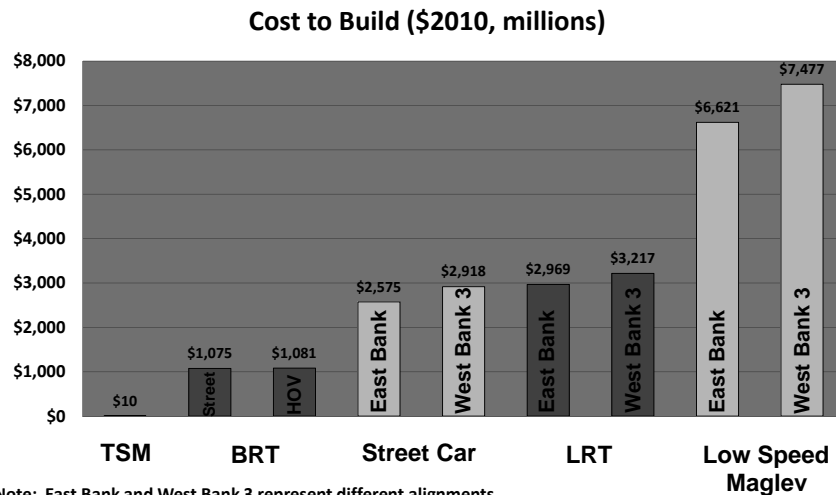
- AA cost estimates typically include high contingencies to reflect unknowns and uncertainties.
- Contingency factors used: 30 percent allocated and 10 percent unallocated (consistent with recent Metro project cost estimates).
- A majority of the construction elements for Low Speed Maglev are similar to other above-grade systems. The exceptions are the guideway, operating system, and vehicles.
- Contingency factors used for these Maglev-specific elements: an additional allocated contingency of 20 percent, reflecting the unknown cost of migrating the technology to the U.S. and Southern California.

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## Cost to Build



Note: East Bank and West Bank 3 represent different alignments evaluated for the fixed guideway alternatives.

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## Funding Status

### Regional

- Los Angeles County – Measure R funding = \$240 million (available FY 2015-17 to FY 2025-27)
- Orange County – currently no committed funding

### Federal

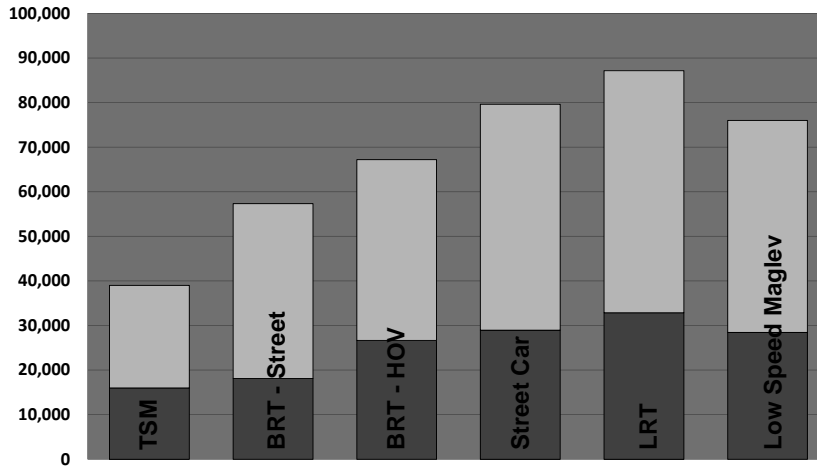
- New Starts funding – not currently in any Metro or OCTA request

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## Daily Ridership Estimates



Note: Blue portion of each bar represents new transit riders.  
West Bank 3 alignment shown for Street Car, LRT, and Low Speed Maglev.

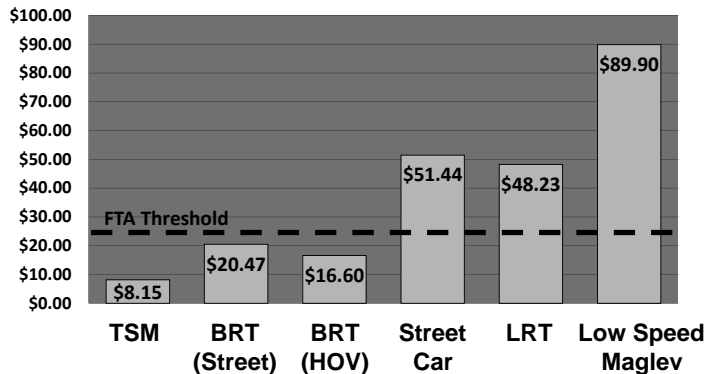
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## Cost-Effectiveness

The Cost-Effectiveness Index (CEI) compares the cost of constructing and operating each alternative to the ridership it attracts and serves.

A CEI of under \$25 is the goal when seeking federal funding.



Note: West Bank 3 alignment shown for Street Car, LRT, and Low Speed Maglev.

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## Environmental Impacts

- **Traffic:**
  - BRT, Street Car, LRT have major impacts from in-street operations
  - Low Speed Maglev has minor impacts from column placements
- **Visual & Aesthetics:**
  - Low Speed Maglev has major impacts due to elevated structure
  - LRT, Street Car have medium impacts from overhead catenary
- **Noise & Vibration:**
  - LRT has major impacts from steel wheel-on-steel rail operations
  - Low Speed Maglev and BRT have minor impacts
- **Parks, Cultural & Historic Resources:**
  - Low Speed Maglev has major impacts due to elevated structure
  - BRT, Street Car, LRT have minor impacts
- **Property Acquisition:**
  - All build alternatives require property for maintenance facility
  - Low Speed Maglev has major property impacts due to turning radius

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## Recommendations

- For further study by Metro and OCTA in future engineering/environmental phases (e.g., EIR/EIS)
- Reflect the technical evaluation, public input, and input from the two advisory committees
- TAC and Steering Committee agreed with the staff findings and technical evaluation
  - LA County members voted to add Low Speed Maglev to the recommendations
- Staff recommendations and Steering Committee recommendations are identical, with the exception of the Low Speed Maglev alternative.

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## Northern Alignment Recommendations

### Union Station to Green Line

- West Bank 3 is recommended
  - More destinations, higher ridership and city/agency support
  - Connectivity to existing Metro Rail system
- East Bank is recommended
  - Recommended by advisory committees to allow for a second alignment north to LA
- West Bank 1 and 2 are not recommended
  - West Bank 1 conflicts with high-power electrical transmission towers
  - West Bank 2 has cost and operational issues and capacity constraints



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## Southern Alignment Recommendations

### Harbor Blvd. Station to SARTC

- Harbor Blvd./1<sup>st</sup> Street is recommended
  - Higher ridership and fewer impacts
  - Direct connection to SARTC
- Westminster Blvd./17<sup>th</sup> St./Main St. is not recommended
  - Constrained street width, sensitive land uses, lower ridership
- Future studies should evaluate the most appropriate horizontal and vertical configurations to maintain street lane capacity



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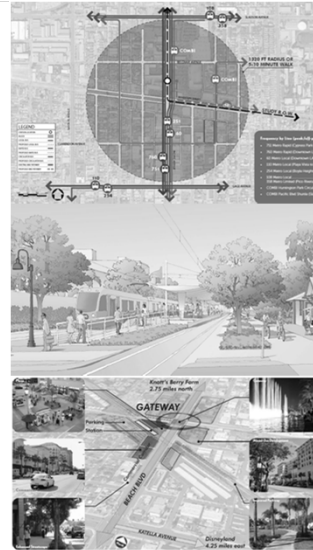
## Alignment and Station Recommendations

### Vertical Alignment:

- Future studies should evaluate fully grade-separated LRT.

### Stations:

- Carry forward station locations identified in city work sessions
- Recognize that future studies may shift, relocate, and/or add stations
- Remove Bloomfield/Cerritos station from further consideration, as requested by Steering Committee



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## Phasing Recommendations

- LA County segments are recommended to be implemented first
  - Project has Measure R funding in LA County and is in Metro Long Range Transportation Plan (LRTP)
  - Orange County has other transit priorities in Measure M and OCTA LRTP
- Within LA County, the sequencing of minimum operable segments (MOS) will be determined by Metro after further study

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## Technology Recommendations



- No Build and Transportation Systems Management are required



- BRT is not recommended
  - 2035 ridership demand exceeds capacity
  - Operates on congested highway system at northern and southern ends of ROW
  - Lack of community/stakeholder support

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## Technology Recommendations (cont.)



- Street Car is not recommended
  - Similar cost to LRT without the same capacity
  - Vehicle issues (e.g., single cars, seating vs. standee)
  - No local operator experience (new staff, facilities)



- LRT is recommended
  - Highest ridership and capacity
  - Best cost-effectiveness and highest
  - Greatest stakeholder support
  - Connectivity/interoperability with Metro LRT system
  - Traffic impacts must be balanced against benefits

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## Technology Recommendations (cont.)



- Low Speed Maglev
  - Is not recommended by staff:
    - Highest capital cost and least cost-effective
    - Significant property acquisition and visual/aesthetic impacts
    - Unproven technology and no U.S. system (lengthy/costly approval process)
  - Is recommended by Steering Committee:
    - Lowest noise, vibration, and traffic impacts
    - Lowest operating and maintenance cost

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## Recommended Action

Recommend that the Regional Council:

1. Accept the staff recommendations regarding the technology, stations, alignments, and phasing options that should be carried forward for further study; and
2. Consider the Steering Committee recommendation regarding the Low Speed Maglev alternative; and
3. Authorize the Executive Director to finalize the AA report with the recommendations approved by the Regional Council and forward the report to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

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**PEROW/WSAB CORRIDOR AA STUDY  
TAC RECOMMENDATIONS FOR  
STEERING COMMITTEE CONSIDERATION**

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Authority (Metro) and the Orange County Transportation Authority (OCTA), has completed an Alternatives Analysis (AA) for the former Pacific Electric Railway Corridor known as the Pacific Electric Right-of-Way (PEROW) in Orange County and the West Santa Ana Branch (WSAB) in Los Angeles County. System connections north to downtown Los Angeles and south through downtown Santa Ana were evaluated as part of this study effort. The AA study identified and assessed a full range of technology or modal options, transit system alignments, and system phasing alternatives.

Based on the technical evaluation results and stakeholder input, the following findings and project team and TAC recommendations have been developed. These recommendations are provided to the Steering Committee to review, discuss, and revise, in order to develop consensus on the recommendations to be forwarded to the SCAG Transportation Committee and Regional Council. As owners of the PEROW/WSAB right-of-way (ROW), Metro and OCTA will make the ultimate decision on whether to move forward or not with future study efforts.

**Findings**

The AA study clearly identified that development of an effective transit system is imperative to meet the future mobility needs of the Corridor residents and businesses by providing vital linkages both within the Corridor and beyond to the expanding regional rail system. The publicly-owned, 20-mile long PEROW/WSAB Corridor ROW provides Corridor communities and the region with the unique opportunity to build a new transit system connecting to the regional rail system with minimal displacement impacts and right-of-way acquisition costs. It should be noted that the Corridor right-of-way would provide approximately 60 percent of the alignment length of the identified alternatives. The key AA findings included the following:

- There is a high-level of potential transit demand in the Corridor. All of the modes increase Corridor transit ridership and attract new riders. The guideway alternatives (Street Car, LRT, and Low-Speed Magnetic Levitation) would attract and serve a significant number of new riders – people who do not currently use transit.
- The future Corridor ridership potential is so high that it exceeds the capacity that several of the modal alternatives can provide.
- While not universal, there is a significant level of city support for implementation of a future transit system as demonstrated by adopted transit-oriented plans and policies.
- There is a high level of community support for implementation of a future transit system as residents view congestion and mobility as worsening in the future.

## RECOMMENDATIONS

Recommendations regarding the technology, alternative description, and phasing options have been developed based on the technical analysis and stakeholder input and are presented for committee consideration.

### Technology/Modal Options

Through the AA process, a wide range of technology options was identified and evaluated. The following proposed recommendations have been identified for the six modal options included in the Final Set of Alternatives.

- The **No Build Alternative is required** to move forward to provide a baseline comparison in future environmental evaluation study efforts. It should be noted that in the last set of community meetings, this alternative was overwhelmingly identified as not viable as the public voiced the strong opinion that the Corridor required a transit system with connections to the regional rail system to function successfully in the future.
- The **Transportation System Management (TSM) Alternative is required** to move forward to provide a baseline comparison in future environmental evaluation study efforts. This alternative was supported by the public as a way to address the region's transportation challenges in the short term, but was not seen as providing a comprehensive long term solution. This alternative would provide additional bus transit service and capacity, but was projected to have the lowest ridership of the alternatives. The TSM Alternative would have negative impacts on traffic and air quality due to the large number of additional buses operating through the Corridor. The bus service improvements proposed in this alternative were not perceived to be attractive to new riders, nor were they viewed as permanent transportation system improvements that could support city economic development and revitalization needs and efforts. Many stakeholders did support provision of pedestrian and bicycle paths that was proposed in this alternative, which may be incorporated with the other alternatives.
- The **Bus Rapid Transit (BRT) Alternative is not recommended** for further study as this alternative would not provide sufficient capacity to accommodate future Corridor ridership demand. While this alternative has the lowest initial capital cost among the build alternatives, funding for vehicle replacement costs would have to be found every 12-15 years. This 35-mile long alternative was not perceived to be attractive for getting people out of their cars as it would operate on the same congested highway system either end of the dedicated 20-mile long PEROW/WSAB ROW, and not provide a high enough travel time savings. BRT was not viewed as being supportive of city economic development and revitalization needs and efforts, and many cities did not want this option to operate on the former Pacific Electric ROW through their communities. It should be noted that many cities did not want the ROW used for bus or BRT operations, and that street-running alignments would have to be identified through this portion of the Corridor if these modal alternatives are studied further. The cities were not supportive of BRT operations on the PEROW/WSAB ROW due to three key reasons: 1) they did not support any transit system use of the ROW; 2) they felt BRT services would work better, and integrate more closely with local bus services, on city streets; or 3) they wanted the ROW preserved for future use by a high-capacity guideway system.

- The ***Street Car Alternative is not recommended*** for further study primarily because this community-based alternative would not serve the identified more-regional Corridor trip purpose and length. It would not provide sufficient capacity to accommodate future Corridor ridership demand due to required single car operations. This option could not interline with the existing Metro rail system and facilities due to the low-floor design and different catenary requirements, as a result it would require all new facilities. This modal option's capital cost was identified to be similar to that of the LRT alternative, without providing sufficient capacity to serve forecasted ridership or connectivity with existing rail facilities.
- The ***Light Rail Transit Alternative is recommended*** for further study based on its projected ridership, which is the highest among all of the alternatives, and its ability to provide sufficient capacity for the projected Corridor demand. LRT would address the Corridor trip purpose and length, and allow for interlining with the Metro rail system and use of existing facilities and operational experience. It is the most cost-effective of the guideway alternatives, and has the highest community and stakeholder support among all of the alternatives. The resulting noise and vibration impacts could be mitigated based on long-term Metro experience and community precedence in addressing these impacts. While traffic impacts can be mitigated to a lower level of impact, there still would be impacts that may be expected to be balanced by the resulting benefits.
- The ***Low Speed Magnetic Levitation Alternative is recommended*** for further study. The TAC acknowledges that the project team did not recommend this alternative for further study primarily due to the cost and uncertainty of using an unproven technology, including the need for unknown changes to meet the federal and state regulatory setting, which would have related implementation cost and schedule impacts. In addition, this option would have the highest capital cost and the lowest cost-effectiveness when weighed against the resulting system ridership. This system must be totally grade-separated and would not allow the flexibility to meet different city vertical alignment needs related to development plans and existing city scale. Additionally, the OCTA has indicated that this option will not be considered or approved based on its adopted principles on transit technologies in its *2010 Long Range Transportation Plan*. However, the TAC does recommend this alternative for further study because it was viewed as faster, quieter, cleaner, and safer, and would cause minimal traffic impacts compared to the other alternatives. The TAC expressed the desire to continue to explore the Low Speed Maglev Alternative as it was seen as the best long-term solution to meet the Corridor's future transportation needs, and that the technology would improve and would become easier to implement in Southern California.

### **Alternative Descriptions**

Detailed descriptions for each of the modal alternatives have been developed including the following three key elements: 1) ***stations*** identified in working sessions with the Corridor cities; 2) ***vertical configuration*** or whether the option would operate in an at-grade, aerial, or a combination of the two cross-section; and 3) ***horizontal alignment*** or how the system alignment would be designed to operate through the Corridor.

## Stations

An initial set of stations was identified in working sessions with affected Corridor cities and agencies, and while future system design and station area land use planning and operational analysis may refine the location of the stations identified in Attachments A and B, the TAC confirmed the city-based location and number of stations identified in the AA study process with the understanding that any future study efforts identifying the more precise station locations may result in the shifting, relocating, and/or adding of stations.

## Vertical Alignment

While the Low Speed Maglev Alternative was designed as an entirely grade-separated system, the Light Rail Transit Alternative was conceptually designed in a combination of at-grade and grade-separated operations based on Metro's *Grade Crossing Policy for LRT*. The TAC requested that future study efforts evaluate all alternatives operating in a fully grade-separated configuration.

## Horizontal Alignment

Alignment options have been identified and studied for the three segments of the Corridor Study Area: the Northern Connection, PEROW/WSAB Corridor, and the Southern Connection areas.

**Northern Connection Area** – This portion of the Corridor Study Area extends from Los Angeles Union Station south to the Metro Green Line. Of the four alignment options studied in this section of the Corridor, the ***West Bank 3 Alternative is recommended*** for further study based on the higher number of key cities and destinations served, the resulting higher level of ridership, connectivity to the existing Metro rail system, and city/agency support. The TAC also approved the ***East Bank 1 Alternative as recommended*** for further study to allow for the consideration of two possible alignments north connecting to Los Angeles Union Station or other viable downtown Los Angeles terminus. Additional engineering, traffic, and right-of-way evaluation work is required to identify the most viable alignment and Metro rail system connections in the Little Tokyo and Union Station areas.

- The ***West Bank 1 Alternative is not recommended*** for further study as the proposed alignment along the west bank of the Los Angeles River is occupied by a system of high-power electrical transmission towers. There is insufficient room to add a transit system without negatively impacting electrical power operations.
- The ***West Bank 2 Alternative is not recommended*** for further study due to two findings. First, this alignment option would require a significant and costly structure to cross over the Redondo Junction, which is where the Alameda Corridor freight trains surface after traveling north in from the ports in a tunnel section. While initial engineering work has shown that it is possible to construct such a structure, the resulting transit system configuration may exceed current rail operational and passenger comfort standards. In addition, the proposed operation along the west bank of the Los Angeles River into Union Station is constrained by heavy activity related to the Metro Red Line storage and maintenance facility, and Metrolink and Amtrak operations.
- It should be noted that the East Bank Alternative was not recommended for further study by the Project Study Team primarily due to the heavy utilization and capacity constraints of this section of the regional freight and passenger rail system by the UPRR, Metrolink, and Amtrak, along with

the proposed use by the future CHSR system. Passenger rail operations along this alignment would negatively impact operations related to the UP and Burlington Northern-Santa Fe (BNSF) intermodal facilities.

**PEROW/WSAB Corridor** – This portion of the Corridor Study Area extends from just short of the Metro Green Line in the City of Paramount south along the 20-mile long ROW of the former Pacific Electric Railway Company to Harbor Boulevard located in the cities of Garden Grove and Santa Ana. During the AA study, a center-running alignment along the PEROW/WSAB Corridor was studied. As this alignment is owned by Metro and OCTA and has sufficient ROW width to accommodate any of the selected transit options, along with related pedestrian and bicycle facilities (except at freeway underpasses), this alignment should be studied further to define the most appropriate alignment to meet system operational and city-specific development needs.

**Southern Connection Area** – This portion of the Corridor Study Area extends from Harbor Boulevard, located in the cities of Garden Grove and Santa Ana, through the city of Santa Ana to the Santa Ana Regional Transportation Center (SARTC). Of the two alignments studied, identified with Santa Ana city staff, the Harbor Boulevard/1<sup>st</sup> Street/Santa Ana Regional Transportation Center (SARTC) provided higher ridership and fewer impacts to the city’s historic/cultural resources and sensitive land uses than the Westminster Boulevard/ 17<sup>th</sup> Street/Main Street alignment option. The **Harbor Boulevard/1<sup>st</sup> Street/SARTC alignment is recommended** for further study. Future study efforts should evaluate the most appropriate horizontal and vertical system configurations that maintain street lane capacity working closely with Santa Ana city staff.

### **City-Specific Alignment Recommendations**

The TAC recommends that the following city-specific preferences be addressed in any future study efforts:

- The City of Huntington Park City Council has adopted a resolution requesting the relocation of the Gage Station to Florence Boulevard, and the consideration of an alternative alignment that would travel north from the Randolph Street median alignment to connect north with the Metro-owned Harbor Subdivision to avoid operations on Pacific Boulevard.
- The City of Vernon has submitted a letter requesting that an alignment through their city consider operating in an elevated configuration and avoiding use of Pacific Boulevard.
- The City of Downey will be submitting a letter concerning their preferred station location.
- A letter was received from the Little Tokyo community requesting consideration of a station serving their community to be located along the West Bank 3 alignment alternative.

### **Phasing Options**

It is likely that a 35-mile long transit system would be built in segments known as Minimal Operable Segments (MOSS) to reflect funding availability and construction capacity issues. The **Los Angeles County segments are recommended to be constructed first** in recognition of project priorities and funding availability. Orange County is currently addressing other transit priorities identified in their

renewed Measure M program and 2010 Long Range Transportation Plan. In Los Angeles County, the two MOSs identified as providing viable operational segments were:

- **MOS 1** – This 6.9-mile segment runs between Los Angeles Union Station and the Metro Green Line, and has five stations. This segment would operate along street ROWs, the Harbor Subdivision, and the San Pedro Subdivision to a new Metro Green Line station.
- **MOS 2** – This 7.5-mile segment runs from the Metro Green Line (either from a new station located on the San Pedro Subdivision or from the existing Lakewood Boulevard Station) to the Los Angeles-Orange County Line, and has six stations. This segment would operate south along the West Santa Ana Branch ROW to the county line.

While the decision on the MOS sequencing will be based on future more detailed engineering and environmental review work, *implementation of MOS 1 first is recommended for consideration by Metro.*

Construction of MOS 1 first and then extending the system south along the WSAB ROW towards Orange County would have several advantages. First, it would provide the Corridor transit system with the vital connections to downtown Los Angeles from the start. Secondly, it would provide the northern communities, who have lost and will continue to lose jobs, with the much needed connections to the regional rail system for employment opportunities elsewhere in the region. These communities currently have a 15 percent transit mode share and providing improved transit service would build on and increase that ridership base, making the system viable from the start. In addition, constructing this section first would provide these communities with station area economic development and revitalization opportunities early in the process. The possible maintenance and storage yard facility sites are all located in this portion of the Los Angeles County section.

The major challenges related to this segment, whether constructed first or not, will be addressing the design challenges in this segment and securing use of two railroad rights-of-way for any future transportation project. Designing the portion of the system connecting north from the Metro Green Line into downtown Los Angeles must address significant challenges including: multiple freeway crossings; interfacing with freight and passenger rail operations and city street-running operations; integrating into developed residential neighborhoods and commercial and industrial areas; and minimizing impacts to the large number historic resources, including several significant bridges. Two railroad rights-of-way would require the cooperation of multiple rail agencies or possible acquisition: the San Pedro Subdivision and the Randolph Street median. The San Pedro Subdivision, which would be used to provide the connection north from the end of the PEROW/WSAB Corridor ROW in Paramount to downtown Los Angeles, is currently owned by the Ports of Long Beach and Los Angeles and the Union Pacific Railroad (UPRR) has the first right to repurchase the right-of-way. The median-running Randolph Street rail operations are now owned by UPRR for shuttling of empty rail cars to storage along the rail lines that run parallel to the Metro Blue Line.

While MOS 2 is projected to attract and serve more new riders, providing the important connections to downtown Los Angeles from the beginning will enhance the system's attractiveness to non-transit users. This segment also requires the construction of a system section north from the PEROW/WSAB Corridor ROW to the existing Metro Green Line Lakewood Boulevard Station in the center of Lakewood



Boulevard to provide riders with a connection to the regional rail system via the Metro Green Line until MOS 1 is constructed. When the system is extended further north using the PEROW/WSAB Corridor ROW through the City of Paramount to connect with the San Pedro Subdivision, this connection would be removed. Extending the system south to the county line could position consideration of extension of the system into Orange County as proposed local transit systems are constructed and in operation. Additionally, timing of further project development could coincide with the possible renewal of Measure M, where new transit projects could be identified and included in the program.

**Attachment A**  
**Stations Identified during the AA Study Process**  
**For the LRT Alternative**

City	East Bank Alignment Stations	West Bank 3 Alignment Stations
Los Angeles	Union Station	Union Station
	Soto St.	7 <sup>th</sup> St. /Alameda St.
Vernon	Leonis/District Blvds.	Vernon Ave.
Huntington Park		Pacific Blvd./Randolph St.
	Gage Ave. (Florence Ave.)	Gage Ave. (Florence Ave.)
South Gate	Firestone Blvd.	Firestone Blvd.
Downey	Gardendale St.	Gardendale St.
Paramount	Green Line (new)	Green Line (new)
	Paramount Blvd./Rosecrans Ave.	Paramount Blvd./Rosecrans Ave.
Bellflower	Bellflower Blvd.	Bellflower Blvd.
Cerritos	183 <sup>rd</sup> St./Gridley Rd.	183 <sup>rd</sup> St./Gridley Rd.
	Bloomfield Ave.	Bloomfield Ave.
Artesia	Pioneer Blvd.	Pioneer Blvd.
Cypress	Cypress College	Cypress College
Anaheim	Knott Ave.	Knott Ave.
Stanton	Beach Blvd.	Beach Blvd.
Garden Grove	Brookhurst St.	Brookhurst St.
	Euclid St.	Euclid St.
Garden Grove/ Santa Ana	Harbor Blvd.	Harbor Blvd.
Santa Ana	Harbor Blvd./1 <sup>st</sup> St.	Harbor Blvd./1 <sup>st</sup> St.
	1 <sup>st</sup> St./Fairview St.	1 <sup>st</sup> St./Fairview St.
	1 <sup>st</sup> St./Bristol St.	1 <sup>st</sup> St./Bristol St.
	SARTC	SARTC

**Attachment B**  
**Stations Identified during the AA Study Process**  
**For the Low Speed Maglev Alternative**

City	East Bank Alignment Stations	West Bank 3 Alignment Stations
Los Angeles	Union Station	Union Station
	Soto St.	7 <sup>th</sup> St. /Alameda St.
Vernon	Leonis/District Blvds.	Vernon Ave.
Huntington Park		Pacific Blvd./Randolph St.
	Gage Ave. (Florence Ave.)	Gage Ave. (Florence Ave.)
South Gate	Firestone Blvd.	Firestone Blvd.
Downey	Gardendale St.	Gardendale St.
Paramount	Green Line (new)	Green Line (new)
	Paramount Blvd./Rosecrans Ave.	Paramount Blvd./Rosecrans Ave.
Bellflower	Bellflower Blvd.	Bellflower Blvd.
Cerritos	183 <sup>rd</sup> St./Gridley Rd.	183 <sup>rd</sup> St./Gridley Rd.
	Bloomfield Ave.	Bloomfield Ave.
Artesia	Pioneer Blvd.	Pioneer Blvd.
Cypress	Cypress College	Cypress College
Stanton	Beach Blvd.	Beach Blvd.
Garden Grove	Brookhurst St.	Brookhurst St.
	Euclid St.	Euclid St.
Garden Grove/ Santa Ana	Harbor Blvd.	Harbor Blvd.

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*AFFILIATED AGENCIES*

*Orange County  
Transit District*

*Local Transportation  
Authority*

*Service Authority for  
Freeway Emergencies*

*Consolidated Transportation  
Service Agency*

*Congestion Management  
Agency*

*Service Authority for  
Abandoned Vehicles*

August 10, 2012

Mr. Glen Becerra, President, Regional Council  
Mr. Keith Millhouse, Chairman, Transportation Committee  
Southern California Association of Governments  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017

**Subject: Pacific Electric Right-of-Way/West Santa Ana Branch Alternatives  
Analysis Recommendations**

Dear President Becerra and Chairman Millhouse:

The Orange County Transportation Authority (OCTA) appreciates the opportunity to be involved in the preparation of the Pacific Electric Right of Way (PE ROW)/West Santa Ana Branch Alternatives Analysis (AA) Report. As owners of the right-of-way in Orange County, OCTA has the final decision on the technology/modal options that best fits the corridor for future engineering and environmental studies.

Throughout the preparation of the AA Report, OCTA staff worked with the Southern California Association of Governments (SCAG) to identify issues and concerns as it relates to the proposed transit uses along the PE ROW. During this effort, OCTA had expressed that the low-speed magnetic levitation alternative would not be supported along the PE ROW in Orange County based on policies adopted by the OCTA Board of Directors (Board) regarding emerging transportation technologies. We believe that proven technologies with real world data on costs and operations are more prudent choices for use of public funds.

On June 20, 2012, the AA Steering Committee approved the Technical Advisory Committee recommendations for the study, which included no-build, transportation systems management, light-rail transit, and low-speed maglev alternatives. Orange County representatives on the AA Steering Committee voted against the recommendations because bus rapid transit, which was the most cost-effective alternative, was excluded from consideration.

On July 23, 2012, the OCTA Board approved OCTA staff recommendations that oppose the AA Steering Committee's actions. The Board also reaffirmed

Mr. Glen Becerra  
Mr. Keith Millhouse  
August 10, 2012  
Page 2

OCTA's "right-of-way protection" principle for the PE ROW. In addition, staff was directed to work with SCAG's Executive Director, Hasan Ikhata, to address OCTA's concerns regarding the low-speed maglev alternative for further study.

Furthermore, OCTA has identified and is actively developing a set of transportation projects as part of the Measure M2 Program that includes potential transit uses along the PE ROW, from Riatt Street to Harbor Boulevard. The cities of Garden Grove and Santa Ana have proposed a streetcar system that would use this section of the PE ROW. As part of OCTA's recommendations, the Board directed staff to continue working with Garden Grove and Santa Ana on potential uses on the PE ROW, and provide utilization options on the remaining section of the PE ROW following the completion of the environmental document. A copy of the staff report is included as an attachment.

Thank you for having OCTA participate during the preparation of the AA Report, and we look forward to working with SCAG on addressing OCTA's issues and concerns regarding the alternatives recommended for further study.

Should you have any questions, please contact Will Kempton, OCTA Chief Executive Officer, at (714) 560-5584.

Sincerely,



Paul G. Glaab  
Chairman, OCTA Board of Directors

PGG:ea  
Attachment

c: OCTA Board of Directors  
Hasan Ikhata, Executive Director, SCAG  
Alan Wapner, Vice Chair, Transportation Committee, SCAG  
Will Kempton, Chief Executive Officer, OCTA  
Art Leahy, Chief Executive Officer, Los Angeles County Metropolitan  
Transportation Authority





# OLDA

The Orangeline Development Authority (OLDA) is a joint powers authority (JPA) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bellflower
- City of Cerritos
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of Santa Clarita
- City of South Gate
- City of Vernon
- Burbank-Glendale-Pasadena Airport Authority

Chairman

Frank Quintero  
Mayor  
City of Glendale  
Commissioner  
Burbank Glendale Pasadena  
Airport Authority

Vice Chairman

Luis H. Marquez  
Council Member  
City of Downey

Secretary

Maria Davila  
Council Member  
City of South Gate

Treasurer

Michael McCormick  
Council Member  
City of Vernon

Auditor

Scott A. Larsen  
Council Member  
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy  
Caltrans, District 7

September 19, 2012

Mr. Hasan Ikhata  
Executive Director  
Southern California Association of Governments (SCAG)  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017

Re: Letter Supporting PEROW/West Santa Ana Branch Steering Committee Recommendations

Mr. Ikhata:

This communication serves as the Orangeline Development Authority's (OLDA) response to the Southern California Association of Governments' (SCAG) recommendations related to the Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis study. At the September 12, 2012 OLDA Board meeting, the OLDA Board Members unanimously voted to support the full recommendations of the study Steering Committee and urge you to respect their decision at your October Transportation Committee meeting and include all recommended alternatives into the next phase of study.

OLDA is a Joint Powers Authority (JPA) comprised of fourteen (14) members (thirteen (13) cities and the Burbank-Glendale-Pasadena Airport Authority) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California.

SCAG recently completed work on the PE ROW/West Santa Ana Branch Alternatives Analysis which directly impacts our members. The Technical Advisory Committee (TAC) and the Steering Committee were established to assist SCAG by providing technical and policy guidance on the study. The Steering Committee, comprised of elected officials representing the corridor cities in two counties (Los Angeles and Orange), including OLDA members and member cities, worked diligently and in good faith with SCAG staff and their consultant project team to assist in guiding the study and making recommendations.

Despite a significant level of collaboration and participation from members of the Steering Committee, the final recommendations proposed by SCAG staff



# OLDA

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City of Maywood  
City of Paramount  
City of Santa Clarita  
City of South Gate  
City of Vernon  
Burbank-Glendale-Pasadena  
Airport Authority

Chairman

Frank Quintero  
Mayor  
City of Glendale  
Commissioner  
Burbank Glendale Pasadena  
Airport Authority

Vice Chairman

Luis H. Marquez  
Council Member  
City of Downey

Secretary

Maria Davila  
Council Member  
City of South Gate

Treasurer

Michael McCormick  
Council Member  
City of Vernon

Auditor

Scott A. Larsen  
Council Member  
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy  
Caltrans, District 7

as part of the September 6, 2012 Transportation Committee agenda were inconsistent with those of the study Steering Committee. We understand that this item was pulled from the agenda and will be discussed at your October meeting. OLDA and its member cities were dismayed to discover that one of the Steering Committee recommendations was discarded by SCAG without further discussion or interaction with the Steering Committee members. This is particularly troubling since the Steering Committee viewed the Low Speed Maglev Alternative favorably (i.e. environmentally friendly, lower noise and vibration, etc.) and agreed that it should be forwarded along with other alternatives for further study.

Given the level and intensity of effort by the Steering Committee, TAC, SCAG staff and its consultant project team on study issues as well as the "good-will" and team effort developed between SCAG staff (thank you to Rich Macias and Philip Law) and the corridor cities over the course of the study, OLDA believes that SCAG should reconsider its current position, and recommend that all the Steering Committee recommendations be respected and forwarded to the Los Angeles County Metropolitan Transportation Authority and Orange County Transportation Authority for further study and consideration.

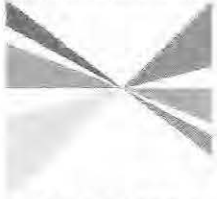
If you have any questions, please contact Michael Kodama, OLDA Executive Director at 562 663-6850.

Sincerely,

Frank J. Quintero  
Chairman

C: OLDA Board Members  
Diane DuBois, Metro Board of Directors and Chair, SCAG Steering  
Committee  
Richard Powers, Gateway Cities COG  
Art Leahy, Metro





**ASSOCIATION of GOVERNMENTS**

**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County  
Transportation Commission

October 3, 2012

Hon. Frank Quintero  
Chairman  
Orangeline Development Authority  
16401 Paramount Blvd  
Paramount, CA 90723

Dear Chairman Quintero,

Thank you for your letter dated September 19, 2012, supporting the Steering Committee recommendations related to the Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis. I appreciate the ongoing interest and participation of the Orangeline Development Authority (OLDA) and its member agencies in the PE ROW study, and the ongoing collaboration between our two agencies.

Throughout the course of the study, SCAG has fully respected the Steering Committee's input and gladly responded to requests such as the addition of Low-Speed Maglev to the final set of alternatives for evaluation. Staff included the Steering Committee recommendations in the October staff report but will ensure that we clarify further in the beginning of the report for the agenda item going to the Transportation Committee in January, 2013. Ultimately, staff's recommendations are based upon the technical merits of the study. Staff will also advise the Transportation Committee and Regional Council of the Steering Committee input, and the Regional Council will make the final decision.

I will share your letter with the Regional Council at their October 4, 2012 meeting, along with this response. Given the importance of the subject matter, I will discuss this study as an information item with the Transportation Committee on October 4, 2012. The staff recommendations for the PE ROW study will then be brought to the Transportation Committee for their action in January, 2013 and subsequently to the Regional Council for their action in February, 2013.

If you have any questions, please do not hesitate to contact me at 213-236-1944.

Sincerely,

Hasan Ikhrata  
Executive Director

cc: Regional Council

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# OLDA

The Orangeline Development Authority (OLDA) is a joint powers authority (JPA) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bellflower
- City of Cerritos
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of Santa Clarita
- City of South Gate
- City of Vernon
- Burbank-Glendale-Pasadena Airport Authority

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City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy  
Caltrans, District 7

June 15, 2012

Diane DuBois  
2<sup>nd</sup> Vice Chair

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

SUBJECT: OLDA LETTER OF SUPPORT REGARDING THE FINAL  
RECOMMENDATIONS OF THE PEROW/WASB ALTERNATIVES ANALYSIS

Dear Ms. DuBois,

The Orange Line Development Authority (OLDA) strongly supports the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis (PEROW/WSAB AA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

OLDA is a joint powers authority (JPA) which includes 14 members from Cerritos to Santa Clarita. OLDA strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and preliminary environmental scoping prior to the preparation of an Environmental Impact Study/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

Frank Quintero  
Chairman of the Board of Directors

# The City of Bellflower

*Families. Businesses. Futures.*

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org



June 19, 2012

Honorable Diane DuBois, Co-Chair  
PE ROW Alternatives Analysis Steering Committee  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

## **Re: Pacific Electric Right of Way (PE ROW) Corridor Alternatives Analysis**

Dear Ms. DuBois :

The City of Bellflower has closely followed and actively participated in the PE ROW Alternatives Analysis over the past two years. We appreciate the support of the Southern California Association of Governments (SCAG) in bringing this study to fruition. We have long worked to see the corridor put to its best use to benefit the adjacent Cities. The Analysis has been a positive step in that direction.

As the Steering Committee approaches its final meeting, the City of Bellflower wishes to express its support for the following conclusions:

We strongly support the findings and recommendations, as modified by the Technical Advisory Committee, for the PE ROW Alternatives Analysis. The work performed by SCAG and its consulting team clearly identified the need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The study further identified a set of viable project alternatives. The City of Bellflower urges further study of alternatives that best promise to meet our ultimate goals:

- maximize travel speed, to the extent consistent with meeting both regional and local travel needs
- minimize environmental impacts
- minimize noise
- minimize vibration

For reasons of travel speed, traffic and pedestrian safety, traffic congestion and stormwater quality, we specifically request further study of an elevated guideway *for all alternatives* through our City.

**Page 1 of 2**

> Dan Koops  
Mayor

Raymond Dunton  
Mayor Pro Tem

Randy Bomgaars  
Council Member

Scott A. Larsen  
Council Member

Sonny Santa Ines  
Council Member

**Honorable Diane DuBois**  
**June 19, 2012**  
**Page 2 of 2**

Finally, we reaffirm our support for a station at Bellflower Blvd. A Bellflower Blvd. Station would be consistent with our long standing transit oriented development vision, policies and plans for our Town Center area. In addition, it was a historic stop on the PE West Santa Ana Branch is a part of our transportation heritage, now honored by the restored PE Depot.

We look forward to continuing to work with you and our neighbors in the next phase of this project.

Sincerely,



Dan Koops  
Mayor

cc: Philip Law, SCAG Corridors Program Manager  
Bellflower City Council Members  
Jeffrey L. Stewart, City Manger

Doc 260764





# CITY OF CERRITOS<sup>SM</sup>

CIVIC CENTER • 18125 BLOOMFIELD AVENUE  
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130  
PHONE: (562) 916-1310 • FAX: (562) 468-1095  
RESIDENCE PHONE: (562) 924-6582  
E-mail: jimmedwards123@aol.com  
WWW.CERRITOS.US



OFFICE OF THE MAYOR  
**JIM EDWARDS**

June 22, 2012

Ms. Diane DuBois, 2nd Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Ms. DuBois:

**SUBJECT: LETTER OF SUPPORT REGARDING PEROW FINAL RECOMMENDATIONS**

The City of Cerritos strongly supports the findings and recommendations, as modified by the Technical Advisory and Steering Committees, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis. The work performed by the Southern California Association of Governments clearly identified a set of viable project alternatives and the need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

Cerritos strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit technology alternatives; further refinement and analysis of the recommended guideway horizontal and vertical alignments; further refinement and analysis of the recommended station locations; and preliminary environmental scoping to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

Jim Edwards  
MAYOR



# CITY OF CUDAHY CALIFORNIA

Incorporated November 10, 1960

P.O. Box 1007  
5220 Santa Ana Street  
Cudahy, California 90201-6024  
(323) 773-5143  
Fax: (323) 771-2072

June 20, 2012

Diane DuBois  
2nd Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

SUBJECT: OLDA LETTER OF SUPPORT REGARDING THE FINAL  
RECOMMENDATIONS OF THE PEROW/WASB ALTERNATIVES ANALYSIS

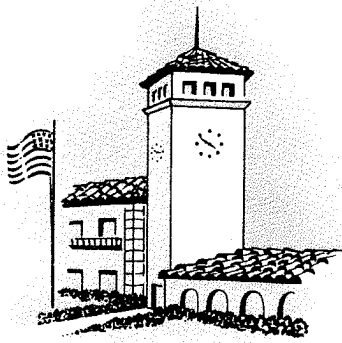
Dear Ms. DuBois,

The City of Cudahy strongly supports the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternatives Analysis (PEROW/WSABAA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The City of Cudahy is a member of The Orange Line Development Authority. OLDA is a joint powers authority (JPA) which includes 14 members from Cerritos to Santa Clarita. OLDA strongly supports moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and preliminary environmental scoping prior to the preparation of an Environmental Impact Study/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Sincerely,

David M. Silva, Mayor



City of  
**HUNTINGTON PARK** California

**ANDY MOLINA**  
MAYOR

**ELBA GUERRERO**  
VICE MAYOR

**OFELIA HERNANDEZ**  
Council Member

**MARIO GOMEZ**  
Council Member

**ROSA E. PEREZ**  
Council Member

May 17, 2012

Hasan Ikhata  
Executive Director  
Southern California Association  
of Governments (SCAG)  
818 West 7th Street, 12th Floor  
Los Angeles, California 90017

RE: City of Huntington Park Preferred Alignment Alternative for Northern Connection  
Area of the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor

To Whom It May Concern:

The City of Huntington Park is excited to be a part of the proposed Pacific Electric Right-of-Way (PEROW) / West Santa Ana Branch (WSAB) Corridor examined in the Alternatives Analysis (AA) Report. As an affected community, the City understands the importance of being involved in the decision-making process and of providing input to the Southern California Association of Governments (SCAG) regarding the proposed alternatives and the findings of the AA Report. Therefore, at a regularly scheduled City Council meeting held May 7, 2012, the Huntington Park City Council considered the alignment alternatives for the Northern Connection Area of the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor to formally identify a preferred alternative for the City's constituents. After review and discussion, the City Council selected the Light Rail Transit (LRT) West Bank Alternative 3, with a few modifications, as the City's preferred alignment alternative.

The Council reached this conclusion by focusing on the Northern Connection Area of the project and recognized that this alternative has the potential to provide the most opportunities for economic development, support of existing activity centers, and optimal connectivity with existing public transit systems. The East Bank Alternative and West Bank Alternative 1 alignments only have one station stop within the City of Huntington Park and travel only along an outlying corridor of the City. Based on this, it was concluded that these alternatives would not be preferred for the community. In contrast, the second station proposed in West Bank Alternative 2 and West Bank Alternative 3 presents an important desirable component for the community, particularly because of its close proximity to the City's downtown.

*"The City of Perfect Balance"*

6550 Miles Avenue, Huntington Park, CA 90255-4393  
Office (323) 584-6221 • Fax (323) 584-6361 [www.huntingtonpark.org](http://www.huntingtonpark.org)




Although West Bank Alternative 2 and West Bank Alternative 3 have identical alignments within the City, the Council realizes the importance of considering local and regional benefits and access to activity centers outside the City's limits as the alignment travels into downtown Los Angeles. In an effort to further narrow the City's preferred alternative and provide more direct input to SCAG, the City Council compared these two alternatives and noted that the major differences lay in the alignment path and number of stations. In short, Alternative 3 presented greater community and regional benefits, which included, but are not limited to, increased mobility and transit accessibility, connectivity, and utility as well as economic development opportunities. Therefore, Alternative 3 is the preferred City alignment with the recommended modifications and general comments below. The recommended modifications are made in an effort to optimize the local benefits of Alternative 3 and are based on site surveys taking into account the existing built environment, connections to existing transit, and existing traffic and land use patterns.

1. Recommended modifications (see attached map):
  - Relocate the Salt Lake Avenue station from Gage Avenue to south of Florence Avenue
  - Relocate the Pacific Boulevard station north of Randolph Street to an in-line location along the existing rail track within the Randolph Street right-of-way
  - Eliminate the northerly segment on Pacific Boulevard by continuing the alignment west along Randolph Street railroad right-of-way for connection to the Harbor Subdivision heading north to Union Station
2. General comments:
  - Incorporation of mitigation measures relating to noise, aesthetics, safety, traffic and circulation impacts
    - Implementation of quiet zones (for train bells/horns)
    - Incorporation of decorative elements (e.g. wrought iron work), screening, landscaping, etc., particularly near sensitive receptors
    - Synchronization of train travel with existing traffic signal timing
    - Completion of a traffic circulation/management plan during peak activity hours especially near schools and east/west traffic across Pacific Boulevard

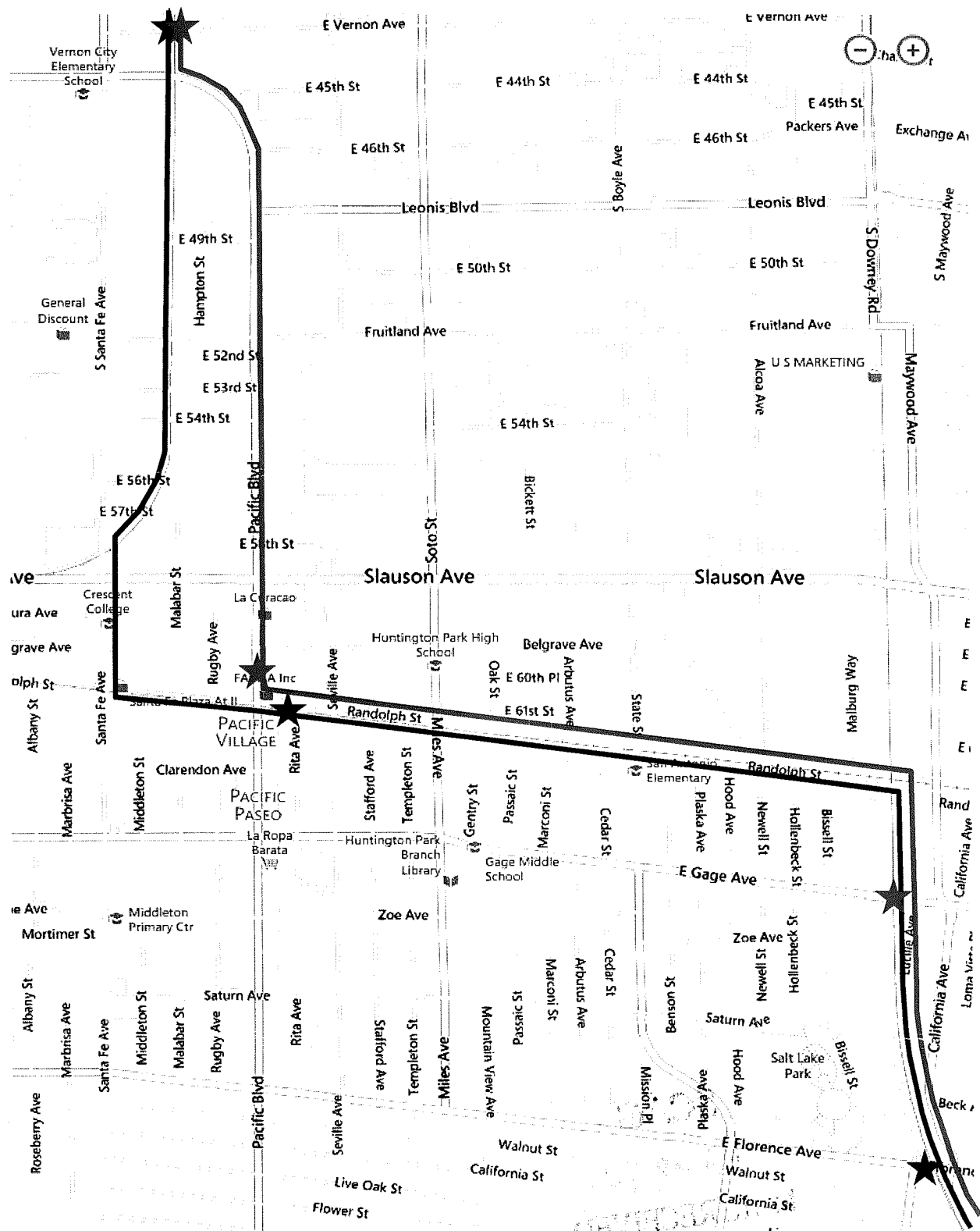
Our community is committed and highly enthusiastic about being involved in the input process as the project moves forward. The Huntington Park City Council hopes that the information herein is considered as the alternatives are further analyzed. Should you have any questions, please contact Mr. Jack Wong, Interim Community Development Director, at (323) 584-6300.



Sincerely,  
CITY OF HUNTINGTON PARK



Andy Molina  
Mayor

Attachment  
cc: Philip Law, Project Manager



-  West Bank Alternative 3 as Proposed in AA Report – Line and Station Stops
-  West Bank Alternative 3 with Recommended Modifications – Line and Station Stops

# City Recommended Alternative with Modifications



# City of South Gate

8650 CALIFORNIA AVENUE • SOUTH GATE, CA 90280-3075 • (323) 563-9543  
www.cityofsouthgate.org FAX (323) 569-2678

W.H. (BILL) DE WITT, Mayor  
GIL HURTADO, Vice Mayor  
MARIA DAVILA, Council Member  
HENRY C. GONZALEZ, Council Member  
JORGE MORALES, Council Member

June 19, 2012

Diane DuBois  
2<sup>nd</sup> Vice Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012-2952

**SUBJECT: SUPPORT OF THE FINAL RECOMMENDATIONS OF THE PACIFIC ELECTRIC RIGHT OF WAY/WEST SANTA ANA BRANCH ALTERNATIVES ANALYSIS**

Dear Ms. DuBois:

As Mayor of the City of South Gate and as South Gate Council Member/OLDA Board Member, respectively, we strongly support the findings and recommendations, as modified by the Technical Advisory Committee, for the Pacific Electric Right of Way/West Santa Ana Branch Alternative Analysis (PEROW/WSABAA). The work performed by the Southern California Association of Governments (SCAG) clearly identified a set of viable project alternatives and need for further consideration of a fixed guideway alternative to improve mobility and transit access in the study corridor.

The City of South Gate adopted a General Plan Update in 2009 in anticipation of this project and is now in the process of a corresponding Zoning Update and two Specific Plans that are intended to lay the foundation for the use of PEROW/WASBAA as a regional future development and transit corridor economic development opportunity.

South Gate is a founding member of the Orange Line Development Authority (OLDA) which includes 14 City members from Cerritos to Santa Clarita. We strongly support moving forward with the required next steps which include: further refinement and analysis of the recommended transit alternatives, preliminary engineering, and

*June 19, 2012*  
*Diane DuBois*  
*Page 2 of 2*

preliminary environmental scoping prior to the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to define the final preferred project alternative on the Los Angeles County corridor segments.

Thank you for your time and consideration. Please feel free to contact us at 323/563-9543, if you have any questions.

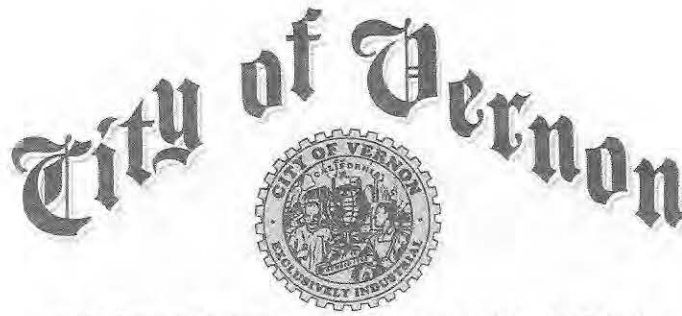
Sincerely,



W.H. (Bill) DeWitt  
Mayor



Maria Davila  
Council Member/OLDA Board Member



4305 Santa Fe Avenue, Vernon, California 90058  
Telephone (323) 583-8811

June 19, 2012

S-7a

Diane DuBois  
2<sup>nd</sup> Vice Chair  
Los Angeles County Metropolitan Authority  
One Gateway Plaza  
Los Angeles, Ca 90012-2952

Phillip Law  
Southern California Association of Governments  
818 W. 7<sup>th</sup> St., 12<sup>th</sup> Floor  
Los Angeles, Ca 90017

RE: Preferred Alternatives for the PEROW/WSAB Alternative Analysis

Dear Ms. DuBois and Mr. Law:

The City of Vernon has reviewed the TAC recommendations for the alternatives to be carried forward to the next phase of the study Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Study. The City appreciates the effort that the Southern California Association of Government's (SCAG) staff and its consulting team have performed in conducting the study. The City Council at its June 19, 2012 meeting unanimously voted to endorse the TAC recommendations a copy of which is attached herewith.

In particular, the City of Vernon believes that the Light Rail Transit Alternative and Low Speed Magnetic Levitation be approved for further study along with the No Build and Transportation System Management (TSM) Alternatives. Additionally, the City of Vernon recommends that the West Bank 3 and East Bank alternatives be further studied along with an alternative alignment that would travel west of Santa Fe Avenue from Randolph Street to the Metro owned Harbor Subdivision thereby avoiding the use of Pacific Boulevard. Lastly, the City of Vernon recommends that a grade separated alignment be studied in any City requesting this option. The City of Vernon specifically request that this option be studied within our community.

The City of Vernon appreciates the opportunity to provide these recommendations and strongly urges SCAG and Metro concur with these findings and move forward with the required

June 19, 2012

Page 2

next steps including further refinements of the recommended alternatives, preliminary engineering and environmental analysis.

Sincerely,

A handwritten signature in black ink, appearing to read "William Davis", written over a horizontal line.

William Davis  
Mayor Pro Tem

SKW  
Enclosure

# Central City East Association

CCEA

Business Improvement Districts

- Arts District
- Los Angeles Downtown Industrial District



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October 11, 2011

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Young's Market Company

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One Gateway Plaza  
Los Angeles, CA 90012

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Southern California Association of Governments (SCAG)  
818 W. 7<sup>th</sup> St., 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Ernest Doizaki  
American Fish and Seafood

Richard Gardner  
LA Wholesale Produce Market

Donald Kanner  
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Howard Klein  
Ocean Beauty Seafood

Matt Klein  
Factory Arts Complex

Michael Tansey  
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Alameda Produce Market Inc.

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**Director of Operations**  
Steve Keyser

**Deputy Director of Operations**  
Fred Faustino

**Executive Assistant**  
Herlinda Chico

Dear Ms. DuBois and Mr. Ikhmeta:

For nearly 25 years, Central City East Association (CCEA) has served as the principal voice and advocate of eastern Downtown Los Angeles. We are a 501(c)(6) not-for-profit business organization that also administers the Arts District and Downtown Industrial Business Improvement Districts (BIDs). Through these two BIDs, we represent 97 blocks made up of 1,063 property owners, 1,275 businesses, and 12,500 employees. We provide maintenance, security, marketing and economic development advocacy to our members in the eastern half of Downtown Los Angeles. Maps of our districts are attached.

CCEA has been following the efforts of the Southern California Association of Governments (SCAG), Metro and other regional transportation leaders to examine potential for new streetcar, light rail or low-speed maglev service along the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor. CCEA strongly supports **West Bank Alternative 3**, which would include a station at 7<sup>th</sup> & Alameda.

A station at 7<sup>th</sup> & Alameda would help serve many different area constituencies, and would undoubtedly be catalytic to the revitalization of the area. The station would serve the growing Arts District resident population, the Central City East resident population, and the existing industrial and wholesale employment base of Central City East – all of which are woefully underserved by existing transit options. This station would also provide an opportunity for improved pedestrian and transit connections to the Blue and Red Line (7<sup>th</sup> & Metro station), the Regional Connector (2<sup>nd</sup> & Central), the Los Angeles Greyhound Station at 7<sup>th</sup> & Alameda.

Many of the area's employees already come from Gateway Cities southeast of Los Angeles. New service would expand opportunities for Los Angeles residents to seek employment to the south, and for Gateway Cities' residents to seek employment to the north. It would link residential, commercial and industrial areas of each city to provide efficient and cost-effective transportation alternatives to driving, thereby reducing

pollution and environmental impacts on neighboring communities, most of which experience significant environmental justice concerns.

A station at 7<sup>th</sup> & Alameda provides Los Angeles and Orange County residents with equal access to both the Greyhound Station and Union Station, providing more options for consumers. New circulars on both 7<sup>th</sup> and Alameda could provide the new line with connectivity to Metro's existing Red, Blue, Gold and future lines. Current commuters from South LA and Long Beach cannot easily reach industrial and wholesale jobs in Central City East, as it is too far east of the Blue Line Terminus 7<sup>th</sup> & Flower to be practical or efficient; therefore, most employees from these areas still drive to work, creating congestion and pollution along the 710, 110 and 5 freeway corridors.

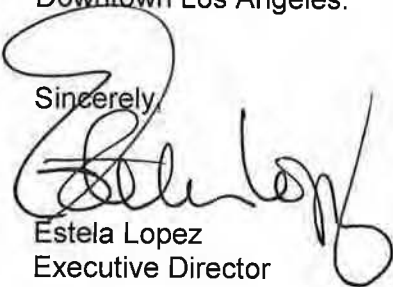
Lastly, CCEA would argue that a station at 7<sup>th</sup> & Alameda truly would pay for itself in economic impact. Valuable industrial land in this area has seen no significant private investment in job-creating uses for more than fifteen years. The current generation of users are unable to expand, and are being driven gradually from the area by parcelization, land acquisition costs, crumbling infrastructure, antiquated building stock and continually evolving technologies that change the time, place and manner in which these companies do business in order to remain competitive and profitable.

Public investment in new infrastructure, however, is key to a new generation of lighter industrial and creative uses that can create a new generation of quality jobs and stem the tide of incremental marginalization of our scarce industrial land. Forces are aligning that could bring a significant influx of new investment to the area. The Regional Connector project will bring a new station to 2<sup>nd</sup> & Central, approximately a half-mile from 7<sup>th</sup> & Alameda. The High Speed Rail (HSP) project is moving forward and would bring additional service to the area. While only theoretical for now, there is the possibility of extending Metro's Red Line into the Arts District with a station near 2<sup>nd</sup> and Santa Fe. And just this year, the Community Redevelopment Agency of Los Angeles (CRA/LA), with substantial support from CCEA, was successful in obtaining nearly \$3.8 million (with a secure \$3.3 million CRA/LA match) through Metro's Call for Projects in order to improve Alameda between 7<sup>th</sup> Street and the 10 freeway, enhancing goods movement through turning radii, upgrading signals, adding lighting and signage, removing old railroad tracks, improving storm drains and eliminating hazards.

We are very excited, therefore, about the many possibilities for investment in the area's infrastructure. When we ask our members what government can do to help the private sector, the overwhelming response is "*fix the infrastructure!*"

We believe that **West Bank Alternative 3** provides an exciting opportunity not only to improve Southern California rail service while alleviating the negative environmental impacts of automobile travel, but also an opportunity to drive the vision for a new, vibrant, job-rich future for eastern Downtown Los Angeles.

Sincerely,



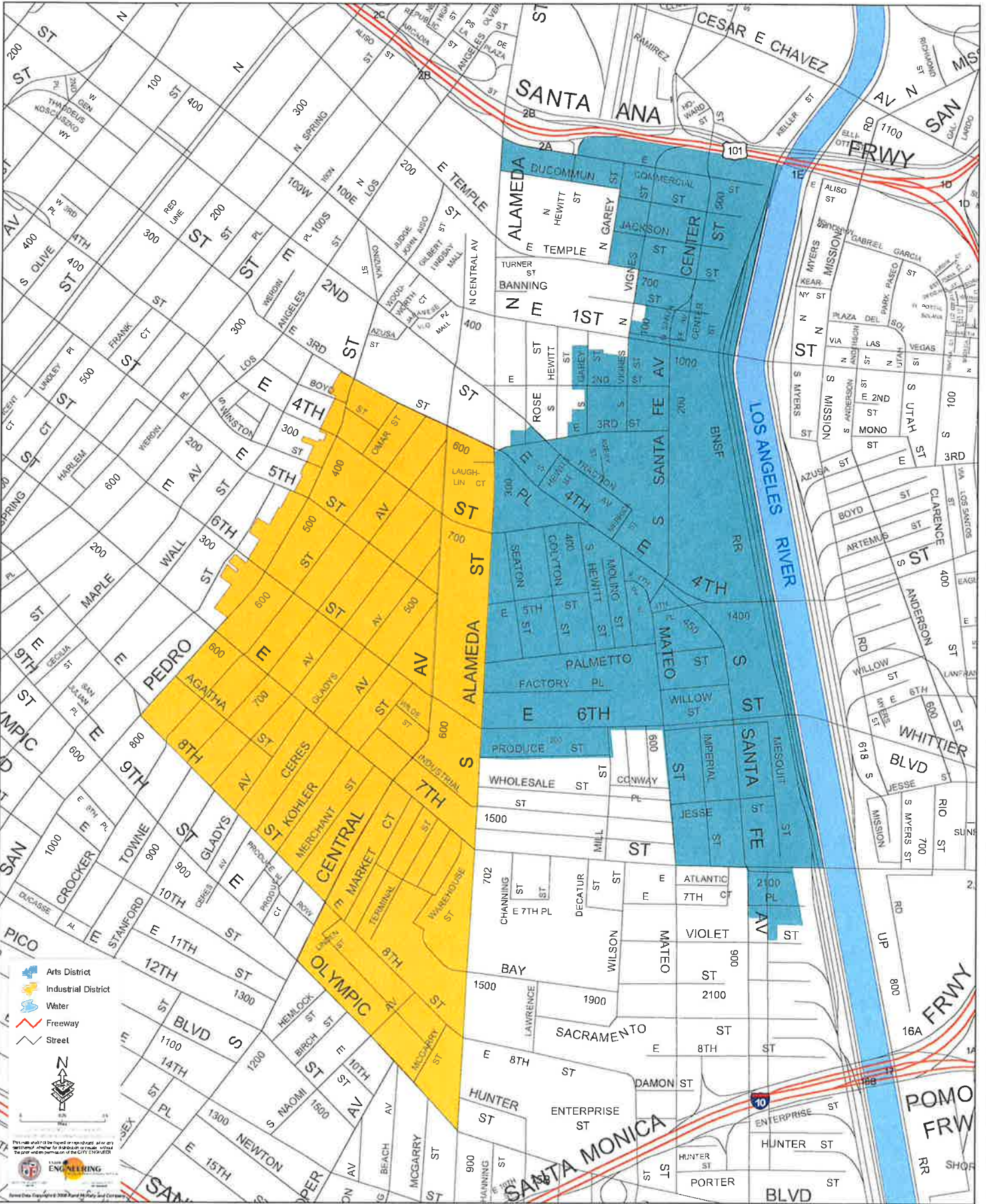
Estela Lopez  
Executive Director

- cc. The Honorable Antonio Villaraigosa, Mayor  
The Honorable José Huizar, Councilmember, 14<sup>th</sup> District  
The Honorable Jan Perry, Councilmember, 9<sup>th</sup> District  
Martha Welbourne, Executive Director, Countywide Planning, Metro  
Renee Berlin, Executive Officer, Transportation Development & Implementation, Metro  
Karen Heit, Transportation Deputy, Metro  
Philip Law, Corridors Program Manager, SCAG



# Downtown Industrial District & Arts District Business Improvement Districts managed by CCEA

City of Los Angeles



**Legend:**

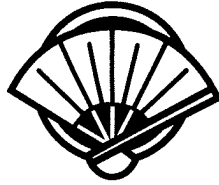
- Arts District (Blue square)
- Industrial District (Yellow square)
- Water (Blue wavy line)
- Freeway (Red double line)
- Street (Black line)

**Scale:** 0 to 1000 feet

**North Arrow:** Points North

**Disclaimer:** This map and its contents are provided for informational purposes only. The City of Los Angeles is not responsible for any errors or omissions. The user assumes all liability for any use of this map.

**City of Los Angeles Engineering**



**Little Tokyo  
Business Association**

February 27, 2012

Hasan Ikhata  
Southern California Association of Governments  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017

Re: Pacific Electric Right-of-Way/West Santa Ana Branch

The Little Tokyo Business Association and Little Tokyo BID is aware that SCAG is leading a study and working with the Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA) and the Orangeline Development Authority (OLDA) on the Pacific Electric Right-of-Way/West Santa Ana Branch Alternative Analysis. We understand that the Alternative Analysis is looking at options for accessing Los Angeles Union Station in Downtown Los Angeles and that one of the alternatives (West Bank #3) proposes a route through Little Tokyo. We want you to know that **we support the West Bank #3 option, providing that you add a transit station to serve Little Tokyo at 1<sup>st</sup> and Alameda.**

The Little Tokyo Station will link our community with populations in Gateway Cities and in Orange County. It provides access to a historical cultural resource, shopping, dining, entertainment and religious activities. A Little Tokyo Station can create economic vitality and much needed job opportunities in the station area.

If West Bank #3 is your preferred alternative, we believe that you can design an underground station at this location to enhance travel options to and from Little Tokyo. The station should be designed to be either part of or to provide seamless connections to existing and planned rail stations (Gold Line and Regional Connector) at 1<sup>st</sup> and Alameda. Please carefully examine station design and rail transit operational issues so that it enhances and supports the economic vitality of our community while supporting other access options (including vehicle, bike and pedestrian) to destinations in the station area. We also would like you to develop a construction mitigation program that ties these projects together and minimizes potential negative impacts. This is important to reduce disruptions as you build the system.

In conclusion, we applaud your efforts and encourage you to select West Bank #3 Alternative with a station at Little Tokyo. We want to work with you as you explore project options. Thank you for your consideration of our request and taking our comments into consideration as you develop alternatives for this project. This is an exciting opportunity and we want to be part of this project.

Sincerely,

Wilson Liu, President