

Final Project Deliverables and Documentation

City of South Gate/OLDA
Southern Rail Corridor Community
Impacts and Opportunity Assessment

PREPARED FOR:
City of South Gate

PREPARED BY:
Orangeline Development Authority



Project Deliverables and Documentation
City of South Gate/Orangeline Development Authority (OLDA)
Southern Rail Corridor Impacts and Opportunity Assessment
February, 2013

Task 1: Project Start-up Activities

Task 1.1: In February, 2011, the Orangeline Development Authority (OLDA) and City of South Gate started the project with a kick-off meeting with Caltrans. The City of South Gate and OLDA reviewed and approved the Caltrans contract. South Gate as a member of OLDA, agreed to resolutions from its City Council and the OLDA Board of Directors that served as the basis for agreement of payment and met contractual arrangements between the City of South Gate and OLDA. OLDA prepared contracts and assembled its project team.

Task 1.2: OLDA conducted initial study meeting with the City of South Gate. OLDA conducted initial study meetings with Downey, Bellflower, Paramount, Bell, Cudahy, Maywood, and Huntington Park. OLDA and its members agreed to focus the effort on South Gate, Huntington Park, Bell, Cudahy, and Maywood (which was later updated to include the City of Bell Gardens) and adjusted the scope to incorporate study efforts and findings related to the SCAG Alternative Analysis and other study efforts in the corridor. OLDA staff agreed upon the final details of the study.

Task 1.3: City of South Gate and OLDA reviewed project agreement options. South Gate is a member of OLDA. South Gate and OLDA agreed to use resolutions as a basis for contractual agreement.

Deliverable	Documentation
Caltrans award; initial meeting to execute contracts and kick off project	City of South Gate and OLDA met with Caltrans to kick off project
Recipient agreement	South Gate and OLDA resolutions used as basis of contractual agreement

February 10, 2011

Project Kick-Off Meeting with City Manager of South Gate

February 22, 2011

Initial meeting to execute contracts and kick-Off Meeting with City of South Gate

May 5, 2011

Project Kick-Off Meeting with City of South Gate and Caltrans

May 11, 2011

OLDA Board approved contracts for project team

May 25, 2011

Project Kick-Off Meeting with OLDA and project team

May 31, 2011

Project Kick-Off Meeting with Mayor Davila and City of South Gate

RESOLUTION NO. 2010-01

A RESOLUTION OF THE ORANGELINE DEVELOPMENT AUTHORITY
AUTHORIZING THE SUBMISSION OF PLANNING GRANT APPLICATIONS TO
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION

THE ORANGELINE DEVELOPMENT AUTHORITY DOES HEREBY FINDS,
RESOLVES AND ORDERS AS FOLLOWS:

Section 1. The Executive Director of the Orangeline Development Authority ("Authority") is authorized to apply for Planning Grants from the California Department of Transportation ("CalTrans").

Section 2. The Authority's Executive Director is authorized to accept the Planning Grants if awarded by CalTrans to the Authority.

Section 3. The Authority's Executive Director is authorized to execute all documents, including contracts, subcontracts, agreements extensions, renewals, and/or amendments required by CalTrans to implement the Planning Grants.

Section 4. The Secretary shall certify to the adoption of this Resolution.

PASSED, APPROVED and ADOPTED this 10th day of February, 2010.

AYES:	11	Board Members:	Tony Lima George Mirabal Scott Larsen Bruce Barrows Frank Gurule Luis Marquez Frank Quintero Andy Molina Ana Rizo Steve Hofbauer Mike McCormick
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NOES:	0	Board Members:
ABSTAIN:	0	Board Members:



Bruce W. Barrows
Chairman



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, May 11, 2011

City of Glendale

Fire Station 21

421 Oak St., Glendale, CA 91204

Community Room – Second Floor

Parking: Across the street at the Glendale Galleria

(310) 972-9609 Trisha Murakawa
(626) 926-5786 Denise Van Stratten

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of April 13, 2011 Meeting
- b. Approval of Warrant Register and Treasurer's Report for April 14, 2011 through May 11, 2011

End of Consent Calendar

5. Public Comments

Those who are wishing to present public comments are restricted to non-agenized items only.

6. Presentation, Discussion, and/or Action: Mayor Ara Najarian, City of Glendale and Metro Board Member, Maureen Micheline, Transportation Director, Metro and Michael Cano, Transportation Deputy Los Angeles County, re: Metro, Northern OLDA Corridor, and Metro's Motion by Directors Antonovich and Najarian to develop a comprehensive Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan.

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly 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

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Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
Councilmember
City of Glendale

Secretary

Maria Davila
Vice Mayor
City of South Gate

Treasurer

Mike McCormick
Mayor Pro Tem
City of Vernon

Auditor

Scott A. Larsen
Mayor Pro Tem
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7



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

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Caltrans, District 7

7. Update and/or Action Regarding Southern California Association of Governments (SCAG) Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Study
8. Discussion and/or Action Regarding Proposed OLDA Budget FY 2011/2012
9. Update and/or Action Regarding Bob Hope Airport Ground Access Study
10. Discussion and/or Action Regarding South Gate/Huntington Park Caltrans Environmental Justice Project
11. Approval of Professional Services Agreement for Barry Kielsmeier to Provide Contract Labor as OLDA Business Development Director
12. Approval of Amendment to Existing Task Order for Consulting Services for Norman Emerson, Emerson & Associates, for the Transportation and Land Use Grant, Federal Earmark 6065(156)
13. Discussion and/or Action Regarding California High Speed Rail I-5 (Grapevine) Alignment Alternative from Bakersfield to Sylmar
14. Communication Items to the Board
15. Communication Items from the Board
16. Adjournment

NEXT MEETING: City of Vernon – June 8, 2011

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



AGENDA REPORT

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California. The Authority is composed of the following public agencies:

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

TO: Members of the Orangeline Development Authority

FROM: Michael Kodama, Executive Director *MK*

DATE: May 11, 2011

SUBJECT: **DISCUSSION AND/OR ACTION REGARDING SOUTH GATE/HUNTINGTON PARK CALTRANS ENVIRONMENTAL JUSTICE GRANT**

On August 16, 2010, the Orangeline Development Authority (OLDA) and the City of South Gate (working with the City of Huntington Park) received notice that the City of South Gate/OLDA Southern Rail Corridor Community Impacts and Opportunity Assessment received a California Department of Transportation (Caltrans) Environmental Justice Grant in the amount of \$213,840. The 10% local match requirement is \$23,760, resulting in a project total of \$237,600.

Environmental Justice Grants are intended to promote the involvement of low-income and minority communities in planning transportation projects that prevent or mitigate negative impacts while improving mobility, access, safety and opportunities for affordable housing and economic development. The City of South Gate, Huntington Park, OLDA and surrounding communities will conduct this Environmental Justice planning study to assess community impacts and address goals and objectives related to the development of a transit corridor linking the southern portion of the OLDA corridor with Union Station.

As the project recipient, South Gate can retain 10% for administration (\$23,760) and named OLDA as the project sub-recipient (\$213,840). As part of this Caltrans process, OLDA can select its own team members (sub-contractors) and identified Judith Norman-Transportation Consultant, Murakawa Communications and Maryann Maloney as part of the sub-recipient (OLDA) project team. OLDA team members were selected from the OLDA SOQ List. Judith Norman Transportation Consultant was the primary author of the grant application, and Murakawa Communications and Maryann Maloney worked together to gather support letters for the project. The sub-contractors are uniquely qualified to work with OLDA on this project and are included in the scope of work with the following budget:

OLDA	\$107,840
Judith Norman Transportation Consultant	\$62,000
Murakawa Communications	\$28,000
Maryann Maloney	\$16,000
City of South Gate (10% administration fee)	\$23,760
TOTAL	\$237,600

OLDA has the option of adding three sub-contractors through a task order process in the amount of \$52,000 to provide professional services for this project. If OLDA

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Ex-Oficio

James McCarthy
Caltrans, District 7



OLDA

Item 10

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

utilizes this option, it will have \$55,840 remaining for OLDA planning and management of the project.

South Gate and OLDA held an initial meeting with Caltrans and are finalizing contractual arrangements.

FISCAL IMPACT

OLDA will not be out of pocket for this project, although there may be times that it advances funds for various purposes. Expenses are reimbursed from grant proceeds and the local match.

RECOMMENDATION

It is recommended that the Board:

1. Discussion information provided;
2. Direct staff to take appropriate action regarding contract approval with the City of South Gate and with selected sub-contractors; and
3. Receive and file this report

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Caltrans, District 7

Task 2: Consultant Transportation Planning, Land Use, Environmental Study Tasks and Activities (Lead: OLDA)

Task 2.1: OLDA conducted regular project status meetings with the City of South Gate and city partners. OLDA provided regular updates to the OLDA Board of Directors. OLDA and its consultants guided and facilitated discussions related to study goals and objectives to ensure successful completion of study tasks.

Task 2.2: OLDA and its consultants reviewed, collected, and compiled demographic, socioeconomic, transportation, land-use, environmental and economic development data and information for the project area. OLDA reviewed existing information provided as part of the SCAG Alternative Analysis and as part of on-going study efforts conducted by the Gateway Cities Council of Governments. Information included transportation needs and existing services, infrastructure, travel patterns, environmental issues/mitigations and current and planned land-use and development plans. See technical memorandum.

Task 2.3: OLDA collected and reviewed transit corridor and transit oriented development literature and case studies. See technical memorandum.

Task 2.4: OLDA worked with its project team to develop discussion and outreach materials for the community.

Task 2.5: OLDA participated in community and one-on-one meetings, roundtables, and briefings. OLDA worked with its project team to present, discuss and review project information. See attached.

Task 2.6: OLDA assessed and analyzed transit corridor project issues. This included issues such as multi-modal transit connectivity and integration, community benefit and value, environmental mitigations, economic development, cost-benefit, public agency and private sector roles and responsibilities, cost-sharing, governance, potential economic impacts, public and private financing options and concepts. See attached materials.

Task 2.7: OLDA and its project team worked with SCAG, Gateway Cities Council of Governments, Metro and OLDA members to review study information and develop findings from quantitative and qualitative study efforts. OLDA worked with stakeholders to develop recommended alternatives/scenarios and the associated transportation, economic, environmental and land-use mitigations and strategies. OLDA presented options and issues related to the development of a transit corridor in project area. Recommendations include west bank alternative analysis number three and east bank alternative analysis option. These recommendations have been forwarded to Metro for further consideration.

Deliverable	Documentation
Project status meetings	List of project meetings
Compilation of data and information on existing conditions in the project area	Technical memorandum (see “Inventory of Transportation/Transit Resources” on p. 25 of <i>Southern Rail Corridor Community Impacts and Opportunities Assessment</i>)
Literature review	Technical memorandum (see <i>OLDA South Gate Literature Review</i>)
Prepare for community meetings and workshops	Record of preliminary meetings and outreach plan
Issues/opportunities analysis and assessment	Technical memorandum (see memorandums and “Assessment and Analysis of Transit Corridor Issues” on p. 32 of <i>Southern Rail Corridor Community Impacts and Opportunities Assessment</i>)
Developed transit corridor alternatives and recommendations	Technical memorandum (see memorandums and “Development of Transit Corridor Alternatives Scenarios” on p. 36 and p. 42 of <i>Southern Rail Corridor Community Impacts and Opportunities Assessment</i>)

Existing Conditions: Inventory of Transportation/Transit Resources

A review of transportation/transit services operating in the EJ study cities was conducted to determine the fixed-route and demand-responsive services provided by the cities, and operated by the Los Angeles County Transportation Authority (Metro) the regional transportation provider. An overview by City/Operator of services operating in the study area is provided in the final report (see attached).

SUMMARY OF OLDA SOUTHERN CORRIDOR TRANSPORTATION PROJECTS AND PLANNING ACTIVITIES

Southern California Association of Governments (SCAG) Pacific Electric Right-of-Way/West Santa Ana Branch Alternatives Analysis (AA) Study

The most significant study which was initiated by the Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA) in cooperation with OLDA in February 2010, was the Pacific Electric Right-of-Way/West Santa Ana Branch (PEROW/WSAB) Alternatives Analysis (AA).

OLDA on behalf of the City of South Gate supported and contributed the activities of SCAG and their consultant team, by encouraging community participation in the AA study, and by providing considerable planning, and document review and analysis to facilitate EJ cities participating in the Alternative Analysis decision-making process.

Active involvement by the City of South Gate, study area elected officials, EJ community residents, and OLDA and their consultants was critical to SCAG in ultimately identifying the most viable transit project alternatives under consideration. The issues and alternatives recommended for further study as a result of the AA study are discussed later in this report.

ADDITIONAL PLANNING EFFORTS UNDERWAY

In addition to the SCAG AA study, several OLDA and EJ city planning studies are being conducted and/or are planned in 2013, as described below:

Los Angeles County Metropolitan Transportation Authority (Metro) Transportation Land Use (TLU) Grant

A transportation land-use grant was initially awarded to the City of Cerritos to review local alternatives for land use around the proposed City of Cerritos station. However, working cooperatively with OLDA in an effort to promote and encourage corridor-based planning activities, the City allocated a portion of the funds from this grant to both define and outline transit oriented development (TOD) principles to encourage local TOD planning activities.

OLDA identified specific planning approaches and actions that could enable TOD opportunities in the corridor including:

- Developing clear land-use alternatives
- Ensuring understanding of market demand
- Forecasting ridership
- Minimizing land-use conflicts
- Analyzing the impact of zoning requirements on potential density in station areas

- Establishing density standards
- Locating key services near stations

Other transit oriented development objectives that will be considered include:

- Capturing the value of transit
- Maximizing neighborhood and station connectivity
- Creating seamless connections and establishing transit hubs at station locations
- Enhancing opportunities for public spaces around stations
- Designing surrounding streets for person carrying
- Creating multimodal performance standards that emphasize person carrying capacity
- Creating affordable and accessible housing
- Managing parking effectively including on-street, off-street and commuter parking issues in station areas

Recognizing that there was a unique opportunity to facilitate and encourage TOD-related local planning efforts in the corridor, using the remaining grant funds, the City of Cerritos in cooperation with OLDA developed and distributed a request for projects to OLDA member cities to submit fundable land use/transportation projects. In order to be awarded funding projects would need to be consistent with OLDA TOD principles and objectives.

As a result, a total five (5) projects were approved for funding by the OLDA Board of Directors. Project funding was awarded to the cities of Cerritos, Santa Clarita, South Gate, Cudahy and Downey. Two of the five (5) TLU projects selected for funding are located within the EJ study area.

Project planning activities will focus on local station areas, specifically preparation of plans and profile drawings for the station placements, rail alignment alternatives, including surface and elevated stations, structures (including tunnels and bridges), and major surface improvements. The OLDA southern corridor funded projects include:

- City of South Gate - OLDA Station Vision Project
- City of Cudahy/OLDA – Transit Integration and Pedestrian Linkage Study

Both of the projects selected in the study area are briefly described below.

Project 3: City of South Gate - OLDA Station Vision Project

The City of South Gate has a population of over 100,000 residents and a median household income of \$35,000, with an estimated 21% of the residents living in poverty. The City of South Gate project will analyze plan, and create a vision for the proposed OLDA station. The results of the work conducted will be used to develop the conceptual station layout for the Firestone/Atlantic station. Much of this effort will focus on the station's structural characteristics and design elements.

The City of South Gate and the City of Downey will also be involved in station planning in Downey. This station is projected to be a major county facility while providing access to both Downey and South Gate.

Project 4: City of Cudahy/OLDA – Transit Integration and Pedestrian Linkage Study

City of Cudahy and OLDA will examine current transit service and pedestrian infrastructure and deliver recommendations on how to develop transit service and pedestrian infrastructure that can link the City of Cudahy to the proposed OLDA transit station in South Gate at Atlantic and Firestone. It may include inclusion and location of potential transit friendly parking lots at the station. The project will evaluate how Cudahy residents and businesses can access the proposed OLDA stations located adjacent to the City of Cudahy. Currently, the primary station is proposed in South Gate. Station access may also include proposed stations in Huntington Park or Vernon currently under study as part of the SCAG Alternatives Analysis.

The TLU funded projects are scheduled to begin in the first quarter of FY2013.

SCAG Compass Blueprint Program Projects

Compass Blueprint grants were awarded by the Southern California Association of Governments (SCAG) to the cities of Bellflower and South Gate to identify and establish local priorities and initiatives in support of OLDA project development, as follows:

Bellflower – Development of a clear vision and set of development standards aimed at attracting and managing growth in the underserved geographic area; and

South Gate – Rail Station Concept Development and Specific Plan

These projects are anticipated to be completed in 2013.

Project Status Meetings

March 1, 2011	Project Planning Meeting with Mayor Davila
April 14, 2011	Project Status Meeting with City of Bellflower
April 20, 2011	Project Planning Meeting with SCAG
May 4, 2011	Project Planning Meeting with City of South Gate
June 13, 2011	Project Status Meeting with City of Cudahy
June 30, 2011	Project Status Meeting with Cities of Huntington Park, South Gate and Downey
July 6, 2011	Project Status Meeting with City of Paramount
July 21, 2011	Project Status Meeting with City of Downey
August 8, 2011	Project Status Meeting with Cities of South Gate and Huntington Park
September 6, 2011	Project Status Update with Councilmember Guardado and City of Maywood
September 7, 2011	Project Status Meeting
September 9, 2011	Project Status Update with SCAG
September 14, 2011	Project Status Meeting with City of South Gate
October 3, 2011	Project Status Meeting
October 5, 2011	Project Status Update with City Manager Representative
October 10, 2011	Project Status Update with City of Maywood
October 10, 2011	Project Status Meeting
November 2, 2011	Project Status Update with City of South Gate
November 8, 2011	Project Status Meeting
November 22, 2011	Project Status Meeting
November 29, 2011	Project Status Meeting
December 16, 2011	Project Status Meeting
December 19, 2011	Project Status Update with Metro
December 27, 2011	Project Status Meeting
January 4, 2012	Project Status Meeting
January 19, 2012	Project Status Meeting
January 24, 2012	Project Status Meeting
February 2, 2012	Project Status meeting with City of Cudahy
February 6, 2012	Project Update with City of Bell Gardens
February 28, 2012	Project Status Meeting
March 8, 2012	Project Status Meeting with City of Cudahy
March 16, 2012	Project Status Meeting
March 22, 2012	Project Status Meeting with City of Cudahy and City of Huntington Park
April 5, 2012	Project Status Meeting
April 13, 2012	Project Status Meeting with Mayor Molina and City of Huntington Park
April 20, 2012	Project Status Update with OLDA Chairman Frank Quintero
April 20, 2012	Project Status Meeting
May 1, 2012	Project Status Meeting with City of South Gate
May 2, 2012	Project Status Meeting with City of South Gate and Caltrans
May 30, 2012	Project Status Meeting with City of South Gate
June 4, 2012	Project Status Meeting with City of Maywood
June 8, 2012	Project Status Meeting with Councilmember Guardado and City of Maywood

June 19, 2012	Project Status Meeting
June 27, 2012	Project Status Meeting with City of South Gate
June 28, 2012	Project Status Presentation with City of Bell
July 3, 2012	Project Status Update with Caltrans
July 3, 2012	Project Status Meeting
July 5, 2012	Project Status Update with Vice Mayor Alvarez, City of Bell
July 10, 2012	Project Status Update with Councilmember Quintana and City of Bell
July 16, 2012	Project Status Update for Elected Officials in EJ Project Study Area
July 17, 2012	Project Status Update for City of South Gate
July 18, 2012	Project Status Meeting
July 20, 2012	Project Status Update for Office of Congressmember Linda Sanchez
July 26, 2012	Project Status Update for City of Huntington Park
July 26, 2012	Project Status Meeting
July 27, 2012	Project Status Update for Office of Assemblymember Lara
July 31, 2012	Project Status Meeting
August 6, 2012	Project Status Meeting with Mayor Molina and City of Huntington Park
August 21, 2012	Project Status Meeting with City of South Gate
August 22, 2012	Project Status Meeting
September 17, 2012	Project Status Meeting with City of South Gate
September 20, 2012	Project Status Meeting with OLDA Chairman Frank Quintero
September 25, 2012	Project Status Meeting with City of Bell Gardens
September 25, 2012	Project Status Meeting with City of South Gate and Caltrans
October 4, 2012	Project Status Meeting with Mayor Molina and City of Huntington Park
October 9, 2012	Project Status Meeting
October 30, 2012	Project Status Meeting
November 7, 2012	Project Status Meeting with City of South Gate and Elected Officials
November 12, 2012	Project Status Meeting with City of South Gate and Elected Officials
November 23, 2012	Project Status Meeting
November 27, 2012	Project Status Meeting
December 4, 2012	Project Status Meeting
December 5, 2012	Project Status Meeting with South Gate and Elected Officials

OLDA Board - Project Status Meetings

June 8, 2011	Set of Alternatives
September 14, 2011	Update Set of Alternatives
October 12, 2011	Project Status Update Environmental Justice Project
November 9, 2011	Update Corridor Options
January 11, 2012	Project Status Update
May 9, 2012	Project Status Update
June 13, 2012	Preliminary Assessment of Environmental Justice Issues and Technical Issues related to Alternative Analysis
July 11, 2012	Technical Advisory Committee and Steering Committee Recommendations
September 12, 2012	Project Status Update: SCAG Recommendations
October 10, 2012	Project Status Update: SCAG Recommendations
December 12, 2012	Final Presentation: Environmental Justice Recommendations
January 9, 2013	Submit Draft Report
March 13, 2013	Approve Final Report

Preliminary Outreach Planning Meetings

March 1, 2011	Project Planning Meeting with Mayor Davila
April 14, 2011	Project Outreach Planning Meeting with City of Bellflower
May 31, 2011	Project Outreach Planning Meeting with Mayor Davila and City of South Gate
June 13, 2011	Project Outreach Planning Meeting with City of Cudahy
June 24, 2011	Preliminary Outreach Planning Meeting with OLDA project team
June 30, 2011	Project Outreach Planning Meeting with Cities of Huntington Park, South Gate and Downey
July 6, 2011	Project Outreach Planning Meeting with City of Paramount
July 19, 2011	Preliminary Project Outreach to PruRealty
July 21, 2011	Project Outreach Planning Meeting with City of Downey
July 23, 2011	Preliminary Project Outreach with the Port of Los Angeles to examine industrial investment opportunities in the corridor
August 8, 2011	Project Outreach Planning Meeting with the Cities of South Gate and Huntington Park
August 29, 2011	Preliminary Outreach Plan
September 6, 2011	Project Outreach Planning Meeting with the City of Maywood
November 24, 2011	Contact businesses in project area
December 7, 2011	Meeting with Counsel General of Mexico
January 17, 2012	Contact Huntington Park Chamber of Commerce
January 31, 2012	Contact South Gate Chamber of Commerce
February 4, 2012	Preliminary outreach meetings with South Gate and Huntington Park Chamber of Commerce representative
February 6, 2012	Project Outreach Planning Meeting with the City of Bell Gardens
February 7, 2012	Compile list and conduct initial outreach to community organizations in South Gate, Huntington Park, Bell, Maywood, Cudahy and Bell Gardens
April 13, 2012	Project Outreach Planning Meeting with the City of Huntington Park
April 17, 2012	Distribute information to colleges and high schools in project area
April 25, 2012	Contact Women International Group in South Gate
June 28, 2012	Project Outreach Planning Meeting with the City of Bell
May 4, 2012	Project Outreach Planning issues in the City of Bell Gardens
May 4, 2012	Prepare to participate in South Gate health fair
May 10, 2012	Preliminary meeting with South Gate Chamber of Commerce
May 11, 2012	Preliminary planning with Bell Chamber of Commerce
May 15, 2012	Preliminary planning with Cudahy
July 2, 2012	Preliminary meeting with Bell Chamber of Commerce
July 3, 2012	Preliminary meetings with South Gate Rotary Club, Optimists Group and Eagles Club; set up meeting with BASTA
July 16, 2012	Project Outreach Planning Meeting with Elected Officials in EJ Project Study Area
July 20, 2012	Project Outreach and Planning Meeting with Office of Congressmember Linda Sanchez
July 25, 2012	Project Outreach Planning Meeting with City of Downey
July 27, 2012	Project Outreach and Planning Meeting with Office of Assemblymember Lara

August 1, 2012	Coordinate outreach efforts with Huntington Park Chamber of Commerce
August 7, 2012	Follow up meeting with South Gate Chamber of Commerce
August 29, 2012	Coordinate outreach efforts with City of Cudahy
September 13, 2012	Preliminary planning for Gateway Cities Council of Governments
September 27, 2012	Coordinate with Huntington Park Chamber of Commerce
October 10, 2012	Preliminary planning for City Manager meeting
November 30, 2012	Follow up on previous outreach efforts.

Outreach Plan

Purpose, Goals and Objectives

The City of South Gate in partnership with OLDA and other neighboring city partners conducted the EJ planning to engage these communities in a broad-based dialogue to consider the potential development of a transit corridor within the project area.

For a number of years OLDA has been working with the City of South Gate and other local jurisdictions in Los Angeles and Orange counties to develop plans for implementation of the high-speed rail transit system. The system is envisioned to provide high-speed rail transportation from the northern part of Los Angeles County, through Gateway Cities into Orange County. The system will be a catalyst for sustainable land use development, jobs creation, and business opportunities while improving transportation options for residents and travelers throughout the corridor.

Recognizing the challenging economic, transportation, and environmental issues prevalent in the City of South Gate and in the surrounding cities, conducting the EJ planning study represented a timely next step in the process to introduce and educate the community about the transit project, solicit individual and collective input on the potential project impacts, and to identify opportunities to ensure equity and economic empowerment within the study area.

EJ Study Outreach Methodology

The process undertaken by the City of South Gate, OLDA and its consultants to involve and secure participation from the various EJ constituencies was broad-based, and employed outreach strategies designed specifically to solicit the individual and collective viewpoints and perspectives of those stakeholders who participated including:

1. Opinion leaders (elected officials, city management and staff);
2. City residents with special focus on low-income, non-English speaking persons, minorities); and
3. Business leaders and community-based organizations and groups.

The City and OLDA have long established cooperative working relationships with city project partners and worked diligently to identify and involve the public and community members in the EJ study planning and outreach process.

OLDA and their consultants in cooperation with the City of South Gate and the EJ cities scheduled, conducted and facilitated numerous stakeholder involvement opportunities including providing access to OLDA and EJ project-related information. The following strategies were undertaken to promote participation and awareness:

1. **Project-related Board presentations, workshops and one Town Hall meeting (including those related to the AA study)** to ensure that important city elected officials and staff were kept informed and involved in the study;
2. **Roundtables for business leaders and community groups** within the EJ study area;
3. **Community meetings, focus groups and presentation** for residents of the City of South Gate, Huntington Park and their city partners; and

4. **Face-to-face meetings and briefings** provided by the OLDA Executive Director for EJ city elected officials, business leaders and Chambers of Commerce to introduce OLDA, the transit project and the AA study and to discuss project issues;
5. **Attendance and dissemination of OLDA and AA study project related materials** at community events; and
6. **Developed, posted and disseminated informational and collateral materials** including an EJ fact sheet, meeting notices, Southern Corridor pictorial Power Point presentation, and other informational project-related materials on the City of South Gate and OLDA websites.

The outreach, participation and empowerment activities engaged the EJ community in the study area in a culturally sensitive and appropriate community dialogue focused upon the OLDA transit project and the SCAG AA study.

City Elected Official and Community Leader Involvement

Although the study outreach activities were targeted toward residents, businesses, and community groups in the EJ cities, involvement of EJ city elected officials and community leaders was also a key strategy employed for the purposes of:

- Keeping decision-makers informed about EJ study and purpose, relative to incorporating EJ planning principles and approaches in the development of the OLDA transit project;
- Raising the level of understanding of both individual and collective community environmental justice issues;
- Soliciting elected officials' views and preferences related to the EJ project; and
- Obtaining executive-level direction on EJ study issues as they emerged. This became a key finding, empowering local communities by helping the local elected officials to represent their communities and actively participate in the transportation decision making process.

Database Development

The City of South Gate, OLDA and their consultants developed an EJ project contacts database comprised of contacts within the City of South Gate and each partner city. The database listing included:

- Elected Officials and City Staff
- Businesses and Employers
- Community-Based Organizations and Groups (e.g. Rotary, Eagle Club, Tweedy Mile, etc.)
- Chambers of Commerce
- School Districts
- Community representatives and advocates

The final database included the names, addresses and telephone and email contact information for over 300 entities throughout the study area, and was utilized to solicit participation from the EJ communities participating in the study process.

Access to the EJ Communities

At the outset of the study, the City of South Gate, OLDA and their city partners recognized that language issues would need to be proactively addressed in order to ensure that community participation was optimized.

Coordination and involvement by elected officials proved critical in the effort to identify and contact active bilingual community representatives within the EJ cities. These community representatives worked with OLDA staff and EJ outreach consultants to achieve greater participation from the Spanish-speaking constituents by helping to raise public awareness of the study, thereby enhancing access to the community-at-large. It was critical that the community felt a sense of ownership of the project.

The project team developed a community partnership, creating and empowering “promotoras” throughout the project area who became vital champions and sponsors of the project. The promotoras quickly recognized the importance of participating in the decision making process to improve access and mobility and become vital and trusted partners for OLDA and its staff.

Project information including meeting announcements and notices were translated into both English and Spanish and distributed in community places frequented by the public such as, city halls, schools, recreational events, etc. The materials were also made available online on the Gateway Council of Governments (COG) and OLDA websites. Social networking announcements were also posted online.

In addition, to ensure that plans for selection of alternatives and the subsequent development of the transit project traversing the study area would be developed in consideration of community needs, OLDA and the EJ study consultants assisted by the City of South Gate and the EJ partner cities guided community stakeholders in a dialogue that was designed to:

- Clarify project OLDA transit project purpose and objectives (e.g., relationship of the OLDA high-speed rail transit project to the SCAG AA project and other local planning studies);
- Provide information on proposed transit corridor project area; and
- Ascertain community opinions about the potential impacts to their communities (e.g. benefits for city businesses and residents in relationship to realization of benefit).

OLDA staff and their consultants coordinated with SCAG and their consultants to ensure that EJ city public input to the Final Draft Alternatives Analysis Report was heard and understood. EJ study outreach personnel worked to both encourage attendance at AA study area presentations, and to conduct additional focus group and roundtable discussion meetings to solicit community views and perspectives on the AA study results. The OLDA Executive Director and EJ study outreach consultants worked to:

- Review service concepts and station locations along the PE-ROW/West Santa Ana Branch;
- Evaluate and provide opinions about a wide range of possible transit system alternatives; and
- To provide the public and decision-makers with technical information on the future travel needs, and the benefits and impacts of each of the proposed transit alternatives.

South Gate/OLDA: Literature Review

February 2012

A Closer Look at the Blue Line: Building Communities Around Transit

This report looks at opportunities for creating livable communities around TODs along the 22-mile Metro Blue Line between Los Angeles and Long Beach. This report recommends:

- Identify parcels near transit stations with development potential
- Rezone areas around transit for development that incorporates affordable housing in compact, pedestrian-friendly, mixed use projects.
- Use community redevelopment to assemble land for TODs
- Coordinate public investment such as schools, parks and libraries around transit stations
- Change state law to eliminate incentives for sales tax generated development that is detrimental to housing development

An Equity Agenda for Transit-Oriented Development: Planning for Sustainable Growth in Los Angeles' Inner City

This study focuses on TOD as a potential tool to reduce transit inequity that disproportionately burdens low-income inner city residents. The study focuses on Westlake, looking at:

- Safety, shelter and sanitation at transit stops and stations
- Affordable housing and anti-displacement measures
- Pedestrian-friendly design and zoning
- Investment in local businesses and mixed-use projects
- Reduction of parking requirements and maintenance of green space and public parks.

An Introduction to Transit Oriented Development.

This presentation gives an overview of the potential for TOD in the San Gabriel Valley. It describes TODs with strong community character that includes

- Pedestrian friendly environment
- Thoughtful architecture and design
- Streetscape investment
- Integrated parks and open spaces
- Safe environment
- Well-connected neighborhoods
- Appropriate density and mixed uses

Arvada Transit Station Framework Plan

The City of Arcada initiated the Arvada Transit Station Planning Project that examined three future light rail transit stations. TOD principles include:

- Defined center
- Active, 18 hour place
- Mix of uses
- Compact pedestrian oriented design
- Moderate to higher density development
- Limited, managed parking
- Public leadership

Each station plan includes opportunities and constraints, land use plan, urban design plan, and a circulation plan.

Better Coordination of Transportation and Housing Programs

This report is designed to assist communities as they seek to establish mixed-income transit oriented development. The report provides information and encourages a more comprehensive approach that includes a variety of regulatory and planning changes.

California's Transit Village Movement

This paper focuses on the development of transit villages. Many occupants of transit housing in California are young professionals with a tendency to work in downtowns. They have a need for good quality housing near rail stations. The article includes examples of housing clusters at California rail stations and describes tenant composition, ridership levels and rent premiums.

Creating Great Neighborhoods: Density in Your Community

This booklet describes how density can be appropriate and create great places to live. It sites case studies from around the country that emphasize the importance of design, increasing density in appropriate locations, connecting people and places, mixing uses, and placing parking in alternative locations.

Downtown Ketchum Master Plan Framework

This Framework is intended to be a community framework that will be used to guide the development of the Downtown Master Plan and other planning activities. It includes guiding principles and vision statement, economic framework, design framework, organizational and promotion issues, and a preliminary list of recommended projects and programs.

Effects of TOD on Housing, parking and Travel. Effects of TOD on Housing, parking and Travel.

The objectives of this research effort is to determine the behavior and motivation of TOD residents, employees, and employers in their mode choice, identify best practices to promote TOD-related transit ridership, and recommend contextual use of best practices.

Financing Progressive Development

Conventional development has been codified into 19 standard product types such as commercial strips, regional malls, neighborhood centers, power centers, office parks, low density housing tracts and apartments. However, this does not include mixed-use, pedestrian oriented and mixed income "progressive" development that can be called "new urbanism," smart growth or sustainable development.

This report focuses on the difficulty of financing this progressive development and the short term bias towards conventional development. It also calls for additional research efforts and a fundamental change in the financing of these types of development.

Financing Strategies for Encouraging Infill and Redevelopment

This report provides local government financing strategies that could support infill and redevelopment. It includes principles for financing real estate developments including public sector finance mechanisms. It includes several local and national case studies.

Fruitvale Transit Village Project

The Fruitvale Transit Village project is the result of a broad-based partnership among public, private and nonprofit organizations working to revitalize a community using transit-oriented development.

The origins of the project started back in 1991 when the Bay Area Rapid Transit District (BART) announced plans to construct a parking structure next to the Fruitvale BART station. Members of the community worked with BART to develop a plan for the area and developed the Fruitvale Transit Village. The plan included a mixture of housing, shops, offices, a library, child care facility, pedestrian plaza and other community services surrounding the BART station.

Guide for Transit Oriented Development

The Metropolitan Council has developed a guide for transit oriented development in the Twin Cities (Minneapolis-St Paul). These projects combine clusters of mixed land uses with transit stations, providing examples of efficient and livable growth patterns with an emphasis on walking and transit. Common elements include compact development, mix of uses and an examination of transportation facilities.

Infill Development in the San Francisco Bay Area: Current Obstacles and Responses.

This paper assesses challenges and opportunities for infill development in the San Francisco Bay Area. Obstacles include local government, fiscal disincentives, community opposition, zoning, building regulations, land availability, financing, brownfield reclamation and market development.

Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns

This paper makes the case that more compact development patterns and investing in projects to improve the urban cores could save taxpayers money and improve the overall regional economic performance because it reduces the public cost of providing new infrastructure and the deliverance of new services.

Land Use Planning, Economic Development and Transit Investment: Making Connections for the Future

This report documents the potential for developing a Transit Oriented Corridor for the Orangeline Development Authority (OLDA).

In this report, OLDA identified actions to jump start TOD in the corridor. This includes:

- Develop clear land-use alternatives
- Understand market demand
- Forecast ridership
- Minimize land-use conflicts
- Analyze the impact of zoning requirements on potential density in station areas
- Density standards
- Key services near stations

Some of the transit oriented corridor and transit oriented development objectives that are critical to consider include:

- Capture the value of transit

- Maximize neighborhood and station connectivity
- Create seamless connections and create transit hubs at station locations
- Enhance and create opportunities for public spaces around stations
- Design surrounding streets for person carrying (not just vehicles) and all users
- Create multimodal performance standards that emphasize person carrying capacity
- Create affordable and accessible housing
- Manage parking effectively including on-street, off-street and commuter parking issues in station areas.

Low-Speed Urban Maglev Research Program

This report explores the feasibility of low-speed urban maglev in the United States. It examines existing projects in other countries and proposed systems in the United States. This report includes information used as background research for the SCAG West Santa Ana Branch/PE ROW Alternative Analysis being conducted in the corridor.

Market Dynamics and Nonwork Travel Patterns: Obstacles to Transit Oriented Development?

This paper reports the results of a preliminary exploration into retail industry decision making, consumer behavior and economic trends that shape the retail environment of metropolitan areas. It includes how consumer, organizational, political behavior and retail industry practices may impeded TOD and offers suggestions for metropolitan planners.

Moving Towards Quality Communities

This workbook is designed to help people play a more active role in the development or economic renewal of their community. It includes information about how people can participate in the planning process.

Northgate: Open Space & Pedestrian Connections

The purpose of this plan is to increase open spaces, enhance pedestrian connections and improve the bicycling environment in the Northgate Urban Center

Parking Policy for Transit-Oriented Development: Lessons for Cities, Transit Agencies and Developers

Parking policy is an important element of transit-oriented development. It impacts community design, travel behavior and the cost of development. This paper is a study of parking at TODs and concludes that TOD parking supply and pricing structure seldom support transit ridership goals. It includes policy recommendations for improving TOD parking policy.

Planning to Stay

This report was prepared by the Central City Neighborhood Partners. Using a Caltrans Environmental Justice grant, the community prepared its own community master plan.

Planning, Developing and Implementing Community Sensitive Transit

This booklet describes and illustrates some of the transportation planning, development and implementation processes that are producing community-sensitive transportation facilities and services.

Report to Governor Parris N. Glendening from the Transit Oriented Development Task Force.

The purpose of this task force was to identify TOD benefits and prepare a prioritized set of recommendations for maximizing TOD benefits for the State of Maryland.

Rosa Parks Metro Station Master Plan & Transit Oriented District

The plan recommended specific improvements for the station and to set goals for the surrounding area as a Transit Oriented District.

Schlage Lock Community Planning Workshop

This report presents the results of a community planning workshop to determine the future of the Schlage Lock site in San Francisco's Visitacio Valley neighborhood.

Smart Infill: Creating More Livable Communities in the Bay Area

This is a guide to create infill housing and mixed-use development to help revitalize communities and accommodate future growth. Infill development can help save open space, improve housing options, increase affordability, and make more efficient use of existing infrastructure. The guide stresses the importance of encouraging infill development in close proximity to parks, streetscape, public plazas, child care centers, local shops and restaurants. Infill development can be encouraged with zoning revisions, streamlining permitting processes and facilitating the cleanup of contaminated sites.

Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities

This book is a joint effort of the New Jersey and Pennsylvania Department of Transportations. The book proposes ways to manage transportation capacity by better integrating land use and transportation planning. The book proposes the following principles:

- Tailor solutions to the context
- Tailor the approach
- Plan all projects in collaboration with the community
- Plan for alternative modes
- Professional
- Scale the solution to fit the size of the problem

The book proposes a wide range of solutions to meet various transportation problems. It incorporates both land use and transportation issues.

Statewide Transit-Oriented Development Study: Factors for Success in California

This study examined the implementation of TOD projects and suggested additional resources to overcome barriers to the further development of TOD. The project developed a set of potential strategies and activities for the state of California.

Successful TOD implementation involves optimal transit system design, community partnerships, understanding of local real estate markets, and providing the right mix of planning and financial incentives and resources. It provides alternatives to the consequences of low-density suburban sprawl and auto dependent land use patterns. It also can help answer the need for more affordable housing.

Ten Principles for Successful Development around Transit

Development around transit promotes compact development, multiple uses, pedestrian orientation and civic uses. The ten principles include:

1. Vision
2. Partnerships
3. Think development when thinking about transit
4. Parking
5. Build a place, not a project
6. Make retail development market driven, not transit driven
7. Mix uses
8. Buses
9. Encourage every price point to live around transit
10. Corporate attention

The Returning City

This study examines how decisions about public transportation, land development, redevelopment and historic preservation can work together to revitalize communities. The study uses case studies from rail stations throughout the United States.

Transforming Community Development with Land Information Systems

This report describes how organizations and partnerships are using integrated data into tools for guiding community change. It uses a wide range of case studies to demonstrate how land information systems can address a wide range of community development challenges.

Transit Focused Development: A Progress Report

Development located and designed to increase resident and worker access to transit stations can increase transit ridership, make cost-effective use of transit properties and reduce automobile travel. This study summarizes the results of TOD in 19 rail transit regions in the United States and Canada.

Transit Oriented Development and FasTracks

This presentation summarizes TOD in the FasTracks project in and around Denver, Colorado.

TOD Housing Program Guidelines

These guidelines implement and interpret Part 13 of Division 31 of the Health and Safety Code (commencing with Section 53560) which establishes the Transit Oriented Development Implementation Program. This program, funded by Proposition 1C, the Housing and Emergency Shelter Trust Fund Act of 2006, is designed to stimulate the production of housing developments located near transit stations that include affordable housing units, increase transit ridership and reduce auto trips.

Transit-Oriented Development: New Places, New Choices in the San Francisco Bay Area

This publication features 10 TOD projects in the Bay Area. Projects meet the criteria established by MTC Resolution 3434 that established TOD Policy for Regional Transit Projects.

Travel Characteristics of Transit-Oriented Development in California

In 2003, this study measured travel behavior at selected California TODs. The study also collected data on site and neighborhood factors that potentially affect the likelihood of using

transit. One recommendation suggests promoting transit riding among station area residents that match the taste preferences and earning levels of households wanting to live near stations.

Vehicle Trip Reduction Impacts of Transit-Oriented Housing

This research effort is a survey of 17 TODs in five metropolitan areas that demonstrates that vehicle trips per dwelling unit are substantially below standard trip generation estimates.

USC: Westlake-MacArthur Park District

The USC Engineering Writing Department worked with Central City Neighborhood Partners to develop proposals to improve the Westlake-MacArthur Park District.

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OLDA

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- 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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Council Member
City of Glendale
Commissioner
Burbank Glendale Pasadena
Airport Authority

Vice Chairman

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Mayor
City of Downey

Secretary

Maria Davila
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Treasurer

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Council Member
City of Vernon

Auditor

Scott A. Larsen
Mayor
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

MEMORANDUM

TO: Michael R. Kodama, Executive Director

FROM: Bob Huddy

CC: Judith Norman

DATE: January 31, 2012

SUBJECT: **WSAB-PEROW EJ Issues, Concerns, Opportunities Analysis.**

1. The WSAB-PE ROW Draft AA shows significant concentrations of communities which have a history of potential environmental justice issues, including significant concentrations of air pollutants from an area blanketed with freeways, freight facilities, and other emission sources. There are significant concentrations of elderly, youth, and the disabled communities which may be considered "transit dependent" and high concentration of "transit reliant" low auto ownership households.
2. The options in the LA County portion (only) produce significant ridership for the proposed fixed guideway options similar to the predicted ridership for the Gold Line from Union Station to Pasadena, and Citrus College. The LA County segment of the WSAB-PE ROW corridor would appear to serve a much more economically and socially diverse set of communities that would likely benefit from all of the alternatives considered.
3. The additional connection to Santa Ana causes a significant increase in ridership of all fixed guideway alternatives due to the increased number of stations, and thus system connectivity. The additional connectivity significantly improves the CEI for the overall project.
4. The TSM Alternative appears to be based primarily on an intense "saturation" of bus services on current routes within the corridor, and thus, produces significant increases in transit usage. This is not an unexpected result, as only in the northern portion of the study area is there any concentration of high frequency bus services, short wait times, and good connectivity, while the remainder of the bus grid in the study area has relatively poor, infrequent bus service, with long waits for connecting services. While the fixed guideway alternatives, particularly the LRT alternative perform well, and add significant transit ridership, the poor level of current services would appear to be a significant issue affecting impacted EJ communities in the study area.



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James McCarthy
Caltrans, District 7

MEMORANDUM

TO: Michael R. Kodama, Executive Director
FROM: Bob Huddy
DATE: April 30, 2012

SUBJECT: Environmental Justice Considerations for Multiple Station Options to Serve Communities Huntington Park-Randolph/Pacific – Gage/Salt Lake Avenue-Florence/Salt Lake Avenue-In Response to the PEROW/WSAB Alternative Analysis Process

Recommendation

Recommend Florence and Salt Lake be substituted for Gage and Salt Lake Avenue as a station location preferable for serving adjacent communities with access to the fixed guideway/LRT alternatives for the next steps in refining the PEROW/WSAB for future purposes of analysis.

Background

The PE ROW/WASB Study has analyzed potential modal and route options that included examination of potential fixed guideway station options in Huntington Park at two locations, in the immediate vicinity of Pacific and Randolph and in the immediate vicinity of Gage and Salt Lake Avenue. Although many cities do have multiple stations, concerns have been expressed about the need for two stations in the City of Huntington Park due to concerns about overlap or insufficient demand to justify two stations.

OLDA staff has analyzed the results of the PEROW/WASB Alternatives Analysis where both locations have been identified, and have attempted to identify the various variables, especially those concerning environmental justice and/or civil rights issues that would seem to support a two station approach to serve both Huntington Park residents, as well as those from adjacent nearby communities, which also appear to have significant unmet travel demands and significant environmental justice impacts and/or concerns. OLDA staff, as a result of reviewing the PEROW/WSAB findings, is concerned that a potential station at Gage may be too close to a station at Randolph and Pacific serving the Huntington Park CBD. OLDA staff also has concerns that a station at Gage is not well suited to easy access from the adjacent high transit use communities of Bell, Bell Gardens, Maywood and Cudahy.



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James McCarthy
Caltrans, District 7

OLDA staff have identified another location at Florence and Salt Lake Avenue for future analysis which may offer equal or superior performance due to improved bus and arterial access to the adjacent OLDA member cities of Bell, Bell Gardens, Maywood and Cudahy.

Randolph/Pacific

Randolph/Pacific was the center of the City and a gateway to the historic Huntington Park downtown area. At one time Randolph and Pacific was where the Pacific Electric Red Cars met the Streetcars of the LA Railway when Huntington Park was one of the regions first "streetcar" suburbs from the 1900's to the 1920's. Today the area is center to a major retail and employment center in the historic core, and in areas north along Pacific toward Slauson Avenue.

Pacific Avenue is still the Route of MTA Bus Route 60 and 760 which runs on the route of the former J Line streetcar and is still one of the MTA's most heavily used bus routes in the area. These bus routes experience significant overcrowding and as a result of both street running and high volumes it also experiences relatively slow travel times during peak periods. This is especially true of the route segments to the north of Huntington Park. These bus overcrowding issues were the subject of a monitoring and remediation program called for in previous consent decree on the bus overcrowding issue.

Huntington Park is a City is a largely residential community with a predominantly Hispanic population surrounded by significant employment in the Vernon, Maywood, Cudahy, Bell, and South Gate, and the industrial areas along the Alameda Corridor in the City and/or County of Los Angeles. Huntington Park has a population which is aging and which also has a significant number of low income residents with a median household income of only \$39,382, compared to an average of \$55,811 for Los Angeles County.

A Huntington Park Station, regardless of mode, at or near the immediate vicinity of Pacific and Randolph appears to have significant potential to act as an intercept for trips bound to downtown Los Angeles and the industrial areas in the Alameda Corridor south of Downtown. The fixed guideway alternatives identified for routing along this alignment all would appear to create much better travel times and would appear to offer significant opportunity to reduce overcrowding and improve operational efficiency on MTA Route 60, as well as connecting to new destinations in the corridor for reverse commutes to the job base in the Gateway Cities.



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James McCarthy
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Huntington Park is characterized by a much higher than average transit usage at 18.1% of home to work trips according to the 2010 Journey to Work data from the US Census, and could clearly make use of and support more than one fixed guideway or rail alternative station within the City. Ridership projection from modeling LRT West Bank Option 3 show a total daily boarding of 2,932 daily, with the nearby Gage Station.

Gage and Salt Lake Avenue-

SCAG modeled a station at Gage and Salt Lake Avenue, but failed to assess the impacts of a station at Florence and Salt Lake Avenue. Total station ridership at a Gage Station was estimated to be 2954 daily total passenger boardings in LRT West Bank Option 3. OLDA staff share concerns over the closeness of this station to the proposed Randolph and Pacific Station, and the lack of access to adjacent OLDA member cities with high transit use, low incomes, and a significant history of environmental justice issues and concerns, due to significant regional income disparity, and a high proportion of high impact industrial and transportation facilities impacting these communities.

Florence/Salt Lake Avenue

For purposes of further refinement of the PEROW/WSAB OLDA staff would recommend including future analysis of a station at Florence and Salt Lake Avenue, in lieu of the proposed Gage station. This second proposed station location is within the City of Huntington Park, but be further from the proposed Randolph and Pacific Station, and would potentially better located to attract ridership from the primary access point for the immediately adjacent Cities of Maywood, Bell, Bell Gardens, and Cudahy.

The Cities of Maywood, Bell, Bell Gardens, and Cudahy are well below the median family income in Los Angeles County with a median household income of \$41,763 for Bell, \$43,359 for Bell Gardens, \$39,303 for Cudahy, and \$40,966 for Maywood, respectively. These cities are also very high transit use cities, with a home to work transit rate of 12.1% for Bell, 13.3% for Bell Gardens, 11.5% for Cudahy, and 13.3% for Maywood.

A station at a Florence and Salt Lake Avenue location appears to offer opportunities for more direct access to Bell, Bell Gardens, Cudahy, and Maywood, as it is closer to the centers of those communities, on an intersecting arterial (Florence) that may be more amenable to enhanced bus or shuttle access to a station than is the case at the proposed Gage Station. It is also likely to compete less for riders within Huntington Park, which would likely improve performance at the proposed Randolph and Pacific Station.



OLDA

MEMORANDUM

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James McCarthy
Caltrans, District 7

TO: Judith Norman
FROM: Bob Huddy
DATE: May 17, 2012

SUBJECT: **PE/WSAB Alternative Analysis Recommendations and Next Steps/Reactions and EJ Issues from the presentations May 9, 2012/**

There are several steps and issues regarding FTA Projects and requests to examine very high speed and/or ultra high speed options. This can impact the EJ study area and would require additional analysis and research efforts.

Background

SCAG PEROW/WASB Alternatives Analysis

The PE ROW/WASB Alternatives Analysis is complete. This FTA approved Alternatives Analysis process conducted by AECOM, for SCAG has analyzed and conducted required public participation in a process that examined a wide variety potential modal and route options that included examination of potential TSM, BRT, Busway, LRT, and MagLev fixed guideway station options. The results indicate that OLDA should adopt the findings and preliminary recommendations of the Alternatives Analysis and move to a next phase of project refinement, preliminary engineering, and pre environmental work necessary to move to a formal EIS/EIR process in the next three years, with these alternatives.

The Alternatives Analysis process is designed to determine if there are sufficient purposes and needs with may be served by potential improvements. The PEROW/WASB Alternatives Analysis shows that there is sufficient purpose and need to justify the project proceeding to the next steps prior to a full EIR/EIS. This is only the first step in a long process between that will require more detailed refinement at each step until a final project is environmentally cleared. All of the alternatives studied resulted in identified mobility benefits within this corridor.



OLDA

Very High Speed/Ultra High Speed Alternatives for the WSAB/PEROW Corridor

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The alignment of the PEROW was considered for alternative planning of the California High Speed Rail Authority proposed Los Angeles to Anaheim service in the late 1990's through the mid 2000's. The Authority has subsequently favored and moved forward on the use of the LOSSAN-BNSF alignment for this proposed service.

OLDA has had a previous set of limited analysis from SCAG that showed very preliminary indications that there was potential demand for Very High Speed/Ultra High Speed service in the PE/WSAB corridor. OLDA engaged in almost 10 years of analysis and study of an Ultra High Speed MAGLEV technology alternative with limited stops and limited stations. Since this time the OLDA Board has directed current management to pursue the recently completed Draft Alternatives Analysis FTA Planning process. However, there are still elements on OLDA's Board who want to pursue a potential Very High Speed/Ultra High Speed guideway system.

Issues and Options for Potential Funding of Further Studies of Very High Speed/Ultra High Speed Guideway Alternatives for the PEROW/WASB Corridor

Funding Sources and Authority

Federal

If OLDA was to desire to continue to study the potential Very High Speed/Ultra High Speed, then OLDA would need to identify additions sources of planning funds and resources. However, in most cases OLDA is not an eligible recipient for Federal Ultra High Speed/Very High Speed planning funds. These funds flow through Federal Railroad Administration, to States, through either the State DOT, or the High Speed Rail agency, designated by the Governor. In California's case that is Caltrans and/or the California High Speed Rail Authority, both of which can accept HSIPP funds. MTA, SCAG, and OLDA are not agencies designated by the Governor to receive HSR funds.

It should also be noted that there is not a categorical application process for HSR planning funds through the FRA, as yet, for local agencies to use for HSR planning. Most funds allocated by FRA through HSIPP process are through the appropriations process, or through specific categorical grants for capital projects, included in appropriations bills, such as the stimulus package.



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Any Federal source that OLDA were to apply for directly, would require OLDA to identify appropriate local match.

State

The California Department of Transportation/Caltrans has funded some studies under the Divisions of Rail, including things like the ongoing LOSSAN North EIS/EIR, and the now USDOT/FRA required State Rail Plan. Caltrans is a possible theoretical source of funding for Very High Speed/Ultra High Speed Rail planning, but there is no specific state funding currently budgeted outside of Caltrans and the CHSRA.

Caltrans community based grants may conceptually be one source that could be used to assess community level impacts and/or potential for Very High Speed/Ultra High Speed rail system planning. OLDA could potentially make an application through this process for such a grant, if that area of study were a priority of OLDA, and if OLDA staff was so directed by the OLDA Board. These funds are Federal Planning funds allocated through Caltrans, and would require OLDA to provide appropriate local match, were OLDA to be an applicant for such funds.

SCAG Regional Planning Funds

SCAG is funded, through the USDOT, with FHWA/FTA funding to do Long Range Regional Planning, and specifically to deal with inter-county issues. SCAG was the source of the funding for the PEROW/WASB Alternatives Analysis which is being completed. SCAG was also the source for a number of years of planning funds provided to OLDA to analyze and develop plans for the MagLev system that has been previously examined by OLDA. There would appear to be little to restrict SCAG from providing funds, through its Overall Work Program to study and plan for Very High Speed/Ultra High Speed options in the PEROW/WSAB Corridor.

MTA Local Planning Funds

MTA could theoretically allocate more local funding to study Very High Speed/Ultra High Speed Alternatives, however this alternative was not specifically included in current or previous sales tax measures, and could conflict with potential requests to move forward with the current alternatives identified in the PEROW/WASB Alternatives Analysis.



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OLDA Dues Funds

OLDA dues can be used largely at the discretion of the OLDA Board, consistent with the JPA's purpose and legal standing. OLDA dues could theoretically be used to do further study and analysis of Very High Speed/Ultra High Speed options for the PEROW/WSAB. OLDA dues could be used as match for various Federal grants.

Environmental Justice Issues with Very High Speed or Ultra High Speed Guideway Options in the PEROW/WASB Corridor

The current AA has established a strong purpose and need for a guideway alternative or other transit improvements in the PEROW/WASB corridor. A multi-stop LRT or Slow Speed Maglev appears to offer significant mobility opportunities for a number of corridor communities with low income and high transit use characteristics. These modal options also present community development at and near stations in many of the corridor communities that represent opportunities for affordable housing and job growth to stabilize and offer new opportunity in those low income communities that would potentially be served by the options identified in the PEROW/WASB AA.

A Very High Speed/Ultra High Speed guideway option to serve the PEROW/WSAB corridor would likely have very limited stations by the nature of such operations. Therefore, it is likely that a Very High Speed/Ultra High Speed Guideway alternative would be of little marginal value to the low income/high transit use communities in the corridor, and in lieu of a low speed system, impose additional impacts on those communities, while conferring little or no offsetting benefits.

An option using the PEROW/WSAB corridor for both a transit guideway and a Very High Speed/Ultra High Speed alternative, would require shared use of the ROW by both modes. The ROW is wide in many areas, but the significantly different design criteria (e.g. turning radii), and the desire for other uses like bike/ped uses, may create a number of conflicts, and add would likely add significantly to the potential costs of both potential projects.



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Congestion Grants (Section 302)—

This program authorizes grants to States or to Amtrak (in cooperation with States) for facilities, infrastructure, and equipment for high-priority rail corridor projects to reduce congestion or facilitate intercity passenger rail ridership growth.

In the FY 2010 DOT Appropriations Act, Congress built upon the “jump start” in funding for high-speed and intercity passenger rail development provided through the ARRA by appropriating an additional \$2.5 billion for the grant activities authorized under Sections 301, 302, and 501 of PRIIA. However, unlike the special exceptions made in ARRA, applicants will now be required to provide at least the 20 percent non-Federal match mandated in PRIIA. Additionally, Congress stipulated that up to \$50 million of the funds provided can be used for planning activities.

2.1 Eligible Applicant Types

An entity seeking assistance for planning activities must meet the definition of an “applicant” under Sections 301, 302 and 501 of PRIIA. See Appendix 1.1 for more details about applicant eligibility.

Eligible applicant entities are as follows:

- States (including the District of Columbia);
- Groups of States (Sections 301 and 501);
- Interstate Compacts (Sections 301 and 501);
- Public agencies established by one or more States and having responsibility
 - for providing intercity passenger rail service (Section 301) or high-speed
 - passenger rail service (Section 501);
 - Amtrak (Section 501); and
 - Amtrak, in cooperation with States (Sections 301 and 501).

2.4 Eligible Projects

There are two types of eligible planning projects: (1) Those that lead directly to “passenger rail corridor investment plans” (which include both service development plans and corridor wide environmental documentation); and (2) those that lead directly to a State rail plan.



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James McCarthy
Caltrans, District 7

MEMORANDUM

TO: Judith Norman
FROM: Bob Huddy
DATE: August 8, 2012

SUBJECT: Environmental Justice Issues Important Findings in Potential Unmet Transit Needs and Station Development Refinements from the PE/WASB Alternatives Analysis

The PE ROW/WASB Alternatives Analysis is complete. This FTA approved Alternatives Analysis process conducted by AECOM, for SCAG has analyzed and conducted required public participation in a process that examined a wide variety potential modal, station, and route options that included examination of potential Transportation System Management (TSM), Bus Rapid Transit/Busway (BRT), Streetcar, Light Rail Transit (LRT), and Speed MagLev fixed guideway options. This analysis contained a number of findings that were presented to the communities through the OLDA Caltrans Environmental Justice (EJ) Grant to assess how well these alternatives served the environmental justice and community economic development goals of those communities.

The Alternatives Analysis process is designed to determine if there are sufficient purposes and needs with may be served by potential improvements. The PEROW/WSAB Alternatives Analysis shows that there is sufficient purpose and need to justify the project proceeding to the next steps prior to a full EIR/EIS. This is only the first step in a long process between that will require more detailed refinement at each step until a final project is environmentally cleared. While all of the alternatives studied resulted in identified significant potential mobility benefits within this corridor, there were a number of clear technical indications that there are still very significant unmet transit needs within the EJ study area, despite already high levels of transit usage. Further, the analysis shows that various strategies for economic development and mitigation of environmental justice disparities could have significant positive community benefits.

Important Environmental Justice Impacts and Opportunities Identified in the PEROW/WASB Alternatives Analysis

Unmet transit needs identified in all alternatives



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- James McCarthy
Caltrans, District 7

Unmet needs were strongly indicated by the results of the TSM and all bus/rail/guideway alternatives but were most pronounced with the TSM and Light Rail Alternatives. The area has many bus routes and the US Census data indicate that communities in the EJ study area already have much higher transit usage per capita for work trips that LA County as a whole. The EJ study area has an extensive network of existing bus routes, several routes very highly used, but many operated infrequently, with long headways and wait times between busses. Many of the cities within the EJ study area operate local shuttle and dial-a-ride services with Measure A, C, and R local return funds.

Public Transit use in the EJ study area in Journey to Work 2010 Census:

City of Bell	12.1%
City of Bell Gardens	13.3%
City of Cudahy	11.5%
City of Huntington Park	18.1%
City of Maywood	13.3%
City of South Gate	9.3%
City of Downey	4.1%
City of Paramount	4.5%

Los Angeles County 7.6%

The results of the PEROW/WSAB AA TSM analysis show that significantly increased transit service availability caused significant additional transit trips. This is also reflected in the levels of transit use in the corridor. Cities in the higher use category have several major routes (e.g. Pacific Avenue) with high levels of service and use, other nearby areas are notable for below County average usage, with fewer and less frequent bus services.

Recommended Action: Seek additional resources to assess how best to improve transit service delivery within the EJ study area, including how to best connect to potential future rail stations, community business centers, hospitals, schools, and employment centers. Work with MTA, Long Beach Transit, and local cities to better integrate local and regional transit services to improve reliability, reduce wait times, and improve overall transit system efficiency for both providers and users. Assess the potential for community shuttles, transit zones, or other operational and institutional arrangements that may offer efficiencies in service delivery and/or service coordination with the EJ study area.



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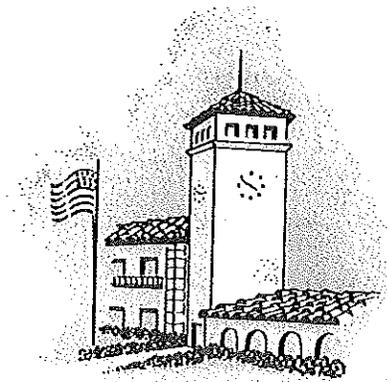
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- James McCarthy
Caltrans, District 7

Recommended Action: Refine and seek further community input on TOD opportunities at proposed station locations within the EJ study area. Seek input on potential benefits and impacts of proposed LRT Station development scenarios from neighboring communities, business, property owner, and institutional interests. Identify development needs, financial feasibility, and refine local land use elements to provide for implementation of proposed land use scenarios at LRT Stations.

Recommended action: Seek resources to develop, refine, and analyze (TOD) station development options, seek community input, and identify refinements to community land use plans in an around individual potential LRT station sites which would seek to optimize positive economic opportunities for the communities within the EJ Study area.

Such further studies would refine alternatives with a process of strong community involvement and seek to identify alternatives that are economically viable and sustainable, environmentally beneficial, and compatible with the goals and objectives of the affected communities. Develop a final set of design and development plans and policy recommendations for future station development of an LRT alternative within the PEROW/WSAB corridor.



City of
HUNTINGTON PARK California

MARIO GOMEZ
MAYOR

OFELIA HERNANDEZ
VICE MAYOR

ELBA GUERRERO
Council Member

ANDY MOLINA
Council Member

March 2, 2011

The Honorable Diane DuBois
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-19-6
Los Angeles, CA 90012

Dear Director DuBois,

As you're aware, the Southern California Association of Governments (SCAG) is conducting the alternatives analysis study (AA Study) of the former Pacific Electric/West Santa Ana Branch Right-of-Way (PE ROW) and connecting route options to downtown Los Angeles with several options via the City of Huntington Park. These options also include ones that can make use of existing railroad alignments via Randolph Street in the City of Huntington Park.

SCAG is in the process of identifying station locations to include in a Locally Preferred Alternative (LPA). SCAG is requesting input from the PE ROW Steering Committee on the final alignments and station combinations to be modeled. In response to this request, I request that the PE ROW Steering Committee ask SCAG to include analysis of a station location at or near Pacific Boulevard and Randolph Street.

This station will serve the vibrant retail and employment center that is in downtown Huntington Park and centered on the historic Pacific Boulevard corridor. This is also MTA's and Huntington Park's busiest transit corridor for current MTA services and has been an historical transit oriented location since the days when streetcars served Pacific Boulevard. Pacific Boulevard and Randolph Street is the ideal location for users, business, and the environment.

"The City of Perfect Balance"

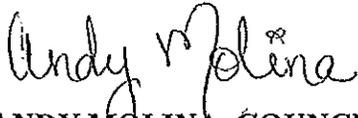
6550 Miles Avenue, Huntington Park, CA 90255-4393
Office (323) 584-6221 • Fax (323) 584-6361 www.huntingtonpark.org

The Honorable Diane DuBois
March 2, 2011
Page 2

A station along this corridor that intercepts Huntington Park's major transit route would be an excellent location to improve access to Huntington Park, anchor and revitalize a traditional transit oriented shopping district and provide access to employment and services for residents from the entire corridor.

We greatly appreciate your consideration of this request and your assistance in this matter.

Sincerely,

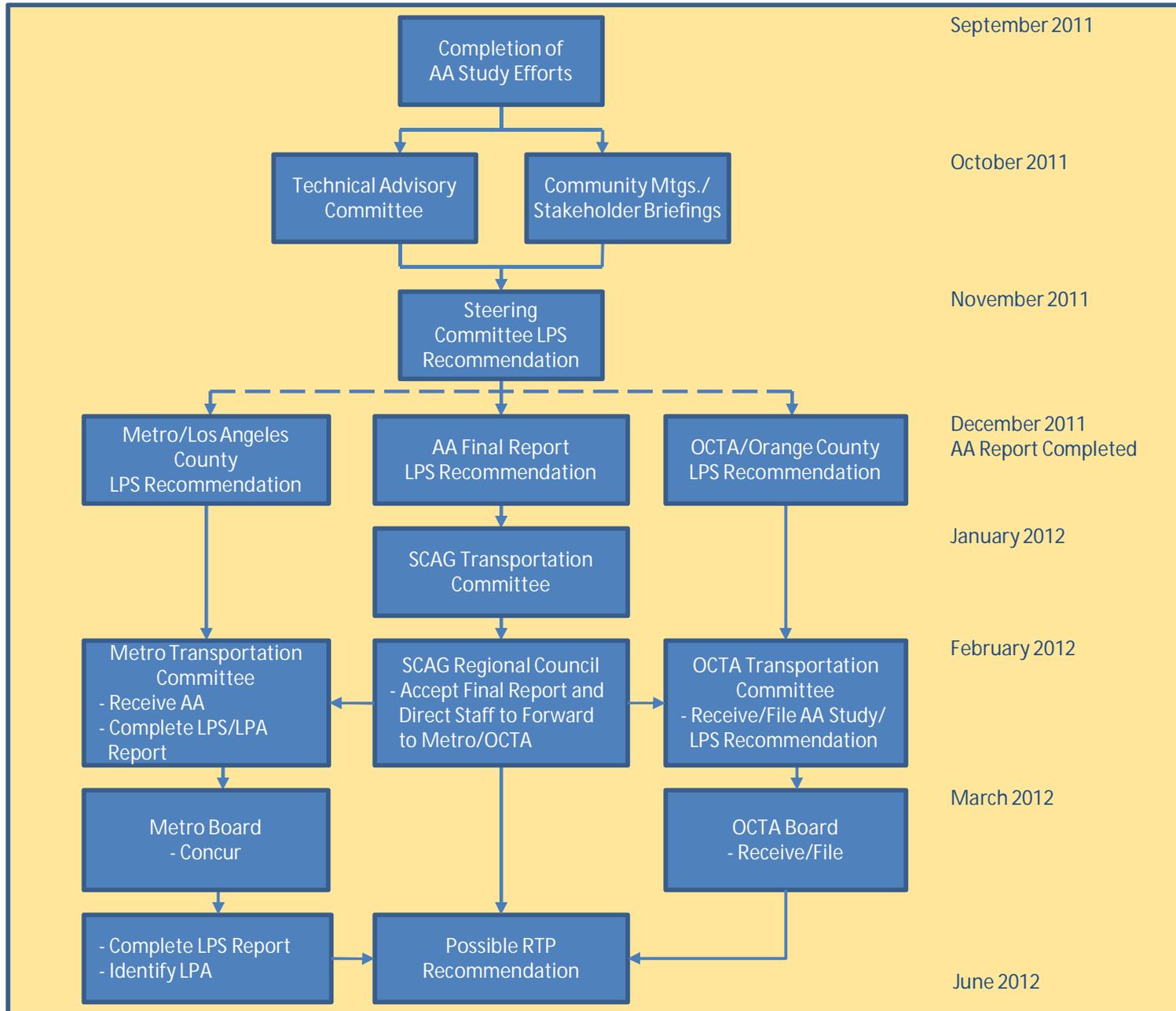
A handwritten signature in cursive script that reads "Andy Molina". The signature is written in black ink and is positioned above the printed name.

ANDY MOLINA, COUNCIL MEMBER
City of Huntington Park
Director, OLDA Board of Directors

AM/yn/DuBois/30211

cc: Michael R. Kodama

AA Completion/LPS Adoption: Steps and Schedule

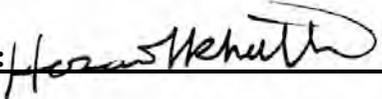


DATE: February 7, 2013

TO: Regional Council (RC)

FROM: Hasan Ikhata, Executive Director, 213-236-1944, ikhata@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"> • <i>No Build</i> • <i>Transportation Systems Management (TSM)</i> • <i>Light Rail Transit (LRT)</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>Northern Connection Alignment</i>	<ul style="list-style-type: none"> • <i>West Bank 3</i> • <i>East Bank</i>
<i>Southern Connection Alignment</i>	<ul style="list-style-type: none"> • <i>Harbor Blvd./1st St.</i>
<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

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"> • No Build • Transportation Systems Management (TSM) • Light Rail Transit (LRT) 	<ul style="list-style-type: none"> • No Build • Transportation Systems Management (TSM) • Light Rail Transit (LRT) • Low Speed Maglev

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"> • <i>West Bank 3</i> • <i>East Bank</i> 	<ul style="list-style-type: none"> • <i>West Bank 3</i> • <i>East Bank</i>
<i>Southern Connection Alignment</i>	<ul style="list-style-type: none"> • <i>Harbor Blvd./1st St.</i> 	<ul style="list-style-type: none"> • <i>Harbor Blvd./1st St.</i>
<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

 SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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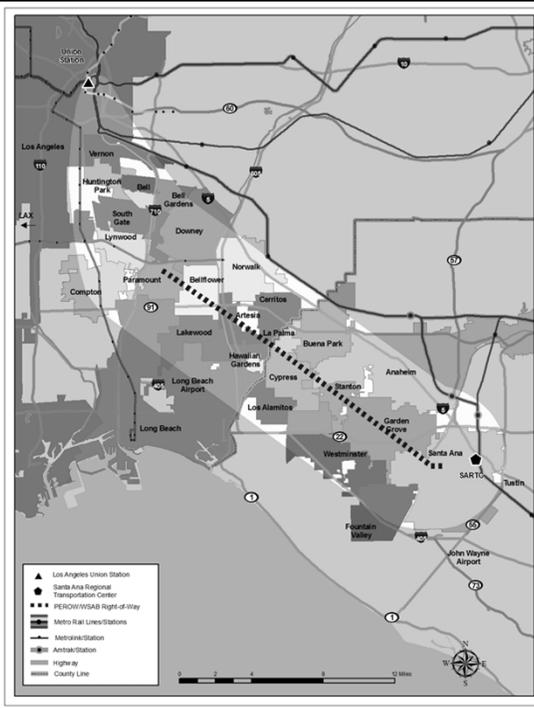


WEST SANTA ANA BRANCH

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)

2





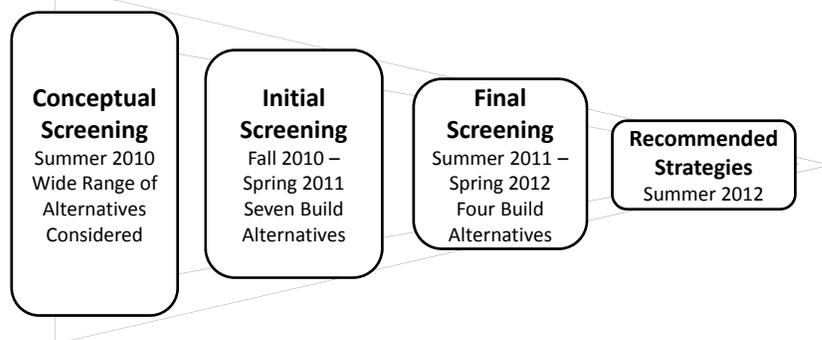
Study Process

- Initiated by Transportation Committee after 2008 RTP
- Followed the Federal Transit Administration’s Alternatives Analysis (AA) process
 - Results in recommendations for further study by Metro and OCTA in future engineering/environmental phases (e.g., EIR/EIS)
 - Preserves option for pursuing federal funding
- Study cost \$1.9 million over 2.5 years
- Extensive stakeholder and public input process
 - Metro, OCTA, OLDA agency coordination
 - 20 community meetings
 - Two advisory committees
 - Technical Advisory Committee (TAC)
 - Steering Committee co-chaired by Metro and OCTA

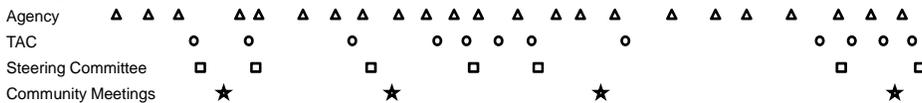
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Multi-Step Screening of Alternatives



Meetings:



4





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)

5



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



6



BRT Alternative Alignments



Northern Connection Area:

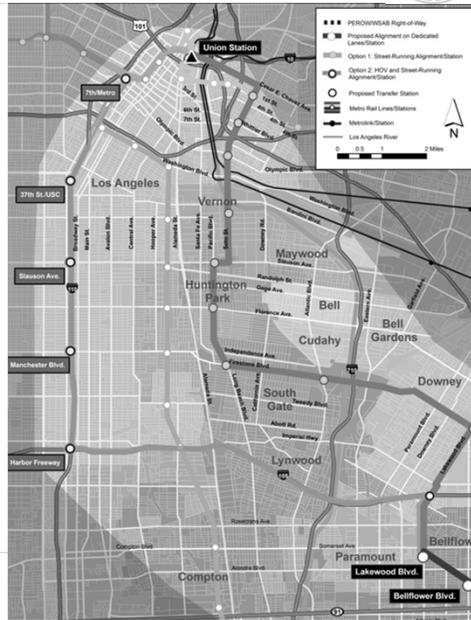
- Street service
- Transitway and freeway HOV Lane service

PEROW/WSAB Area:

- Dedicated lane service
- Some street service

Southern Connection Area:

- Street service



7



Guideway Alternatives



Street Car

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

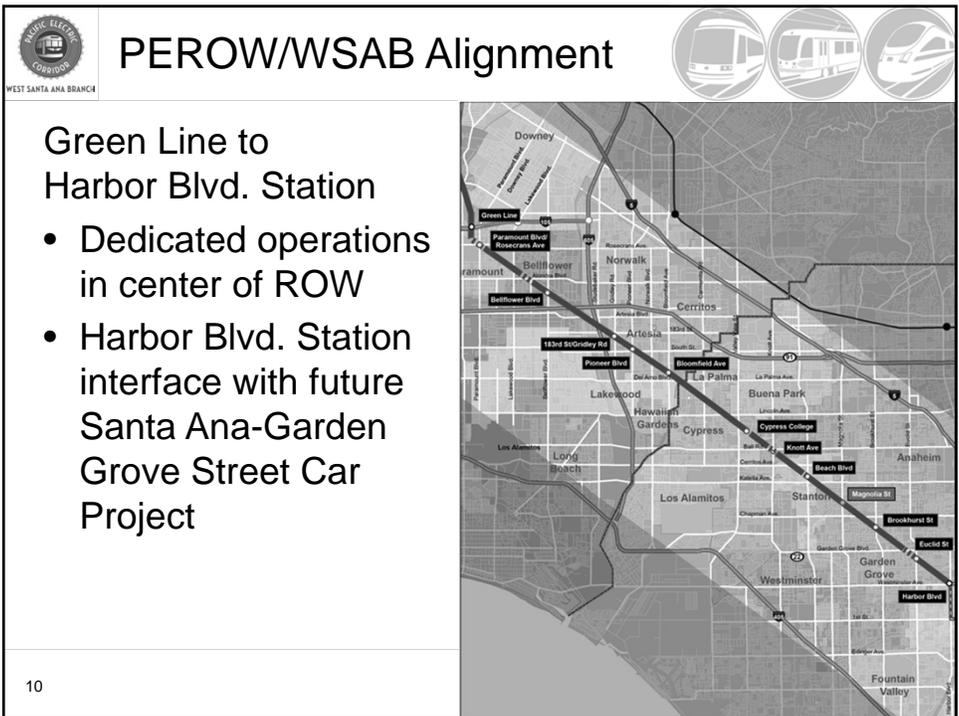
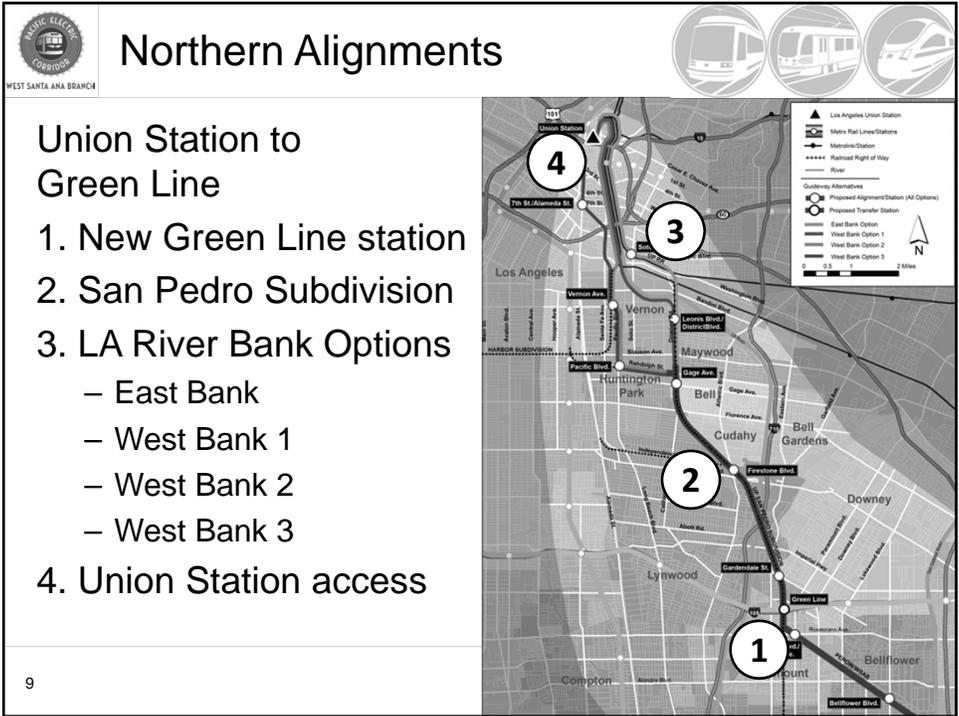
LRT

- 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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WEST SANTA ANA BRANCH

Southern Alignments



Harbor Blvd. Station to SARTC

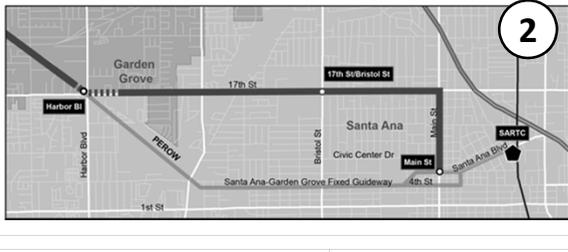
1. Harbor Blvd./1st St./SARTC
2. Westminster Blvd./17th St./Main St./transfer to Santa Ana Street Car system

Harbor Boulevard/1st Street/SARTC Alternative



1

Westminster Boulevard/17th Street/Main Street Alternative



2

11



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WEST SANTA ANA BRANCH

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

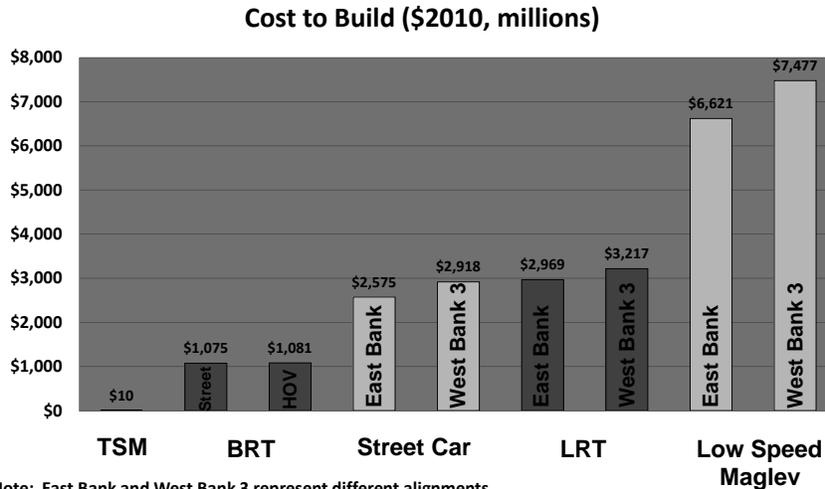
- AA cost estimates typically include high contingencies to reflect unknowns and uncertainties.
- Contingency factors used: 30 percent allocated and 10 percent unallocated (consistent with recent Metro project cost estimates).
- A majority of the construction elements for Low Speed Maglev are similar 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

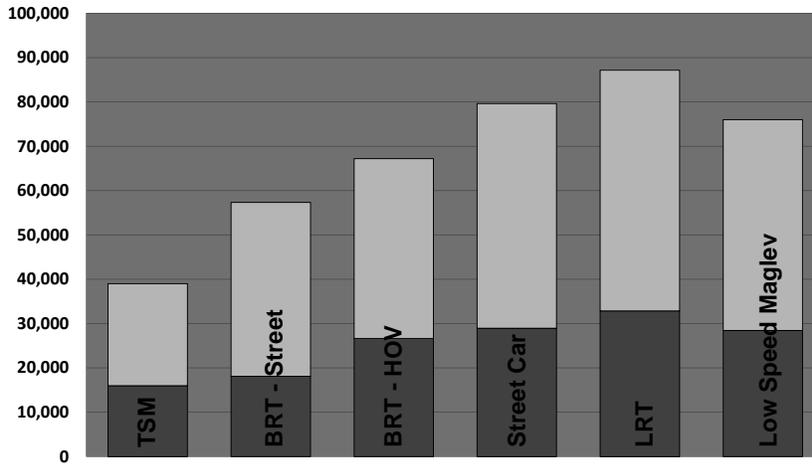
- New Starts funding – not currently in any Metro or OCTA request

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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.

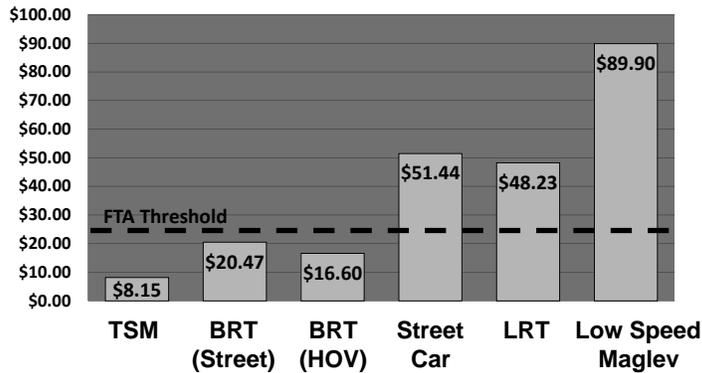
17



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



21



Southern Alignment Recommendations

Harbor Blvd. Station to SARTC

- Harbor Blvd./1st Street is recommended
 - Higher ridership and fewer impacts
 - Direct connection to SARTC
- Westminster Blvd./17th 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



22



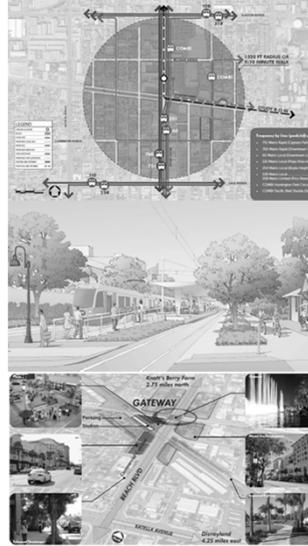
Alignment and Station Recommendations

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/1st 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/ 17th Street/Main Street alignment option. The ***Harbor Boulevard/1st 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 th 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 rd St./Gridley Rd.	183 rd 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 st St.	Harbor Blvd./1 st St.
	1 st St./Fairview St.	1 st St./Fairview St.
	1 st St./Bristol St.	1 st 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 th 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 rd St./Gridley Rd.	183 rd 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, 12th 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 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

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.

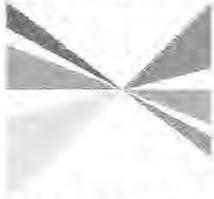
Given the level and intensity of effort by the Steering Committee, TAC, SCAG staff and its consultant project team on study issues as well as the "good-will" and team effort developed between SCAG staff (thank you to Rich Macias and Philip Law) and the corridor cities over the course of the study, OLDA 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



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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

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-Officio

James McCarthy
Caltrans, District 7

June 15, 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 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 CERRITOSSM

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: jimedwards123@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

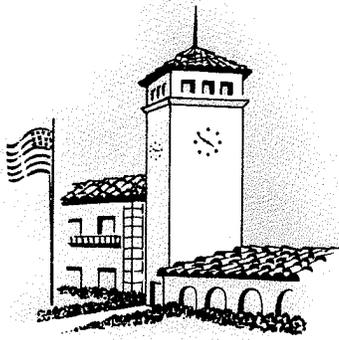
Dear Ms. DuBois,

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

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

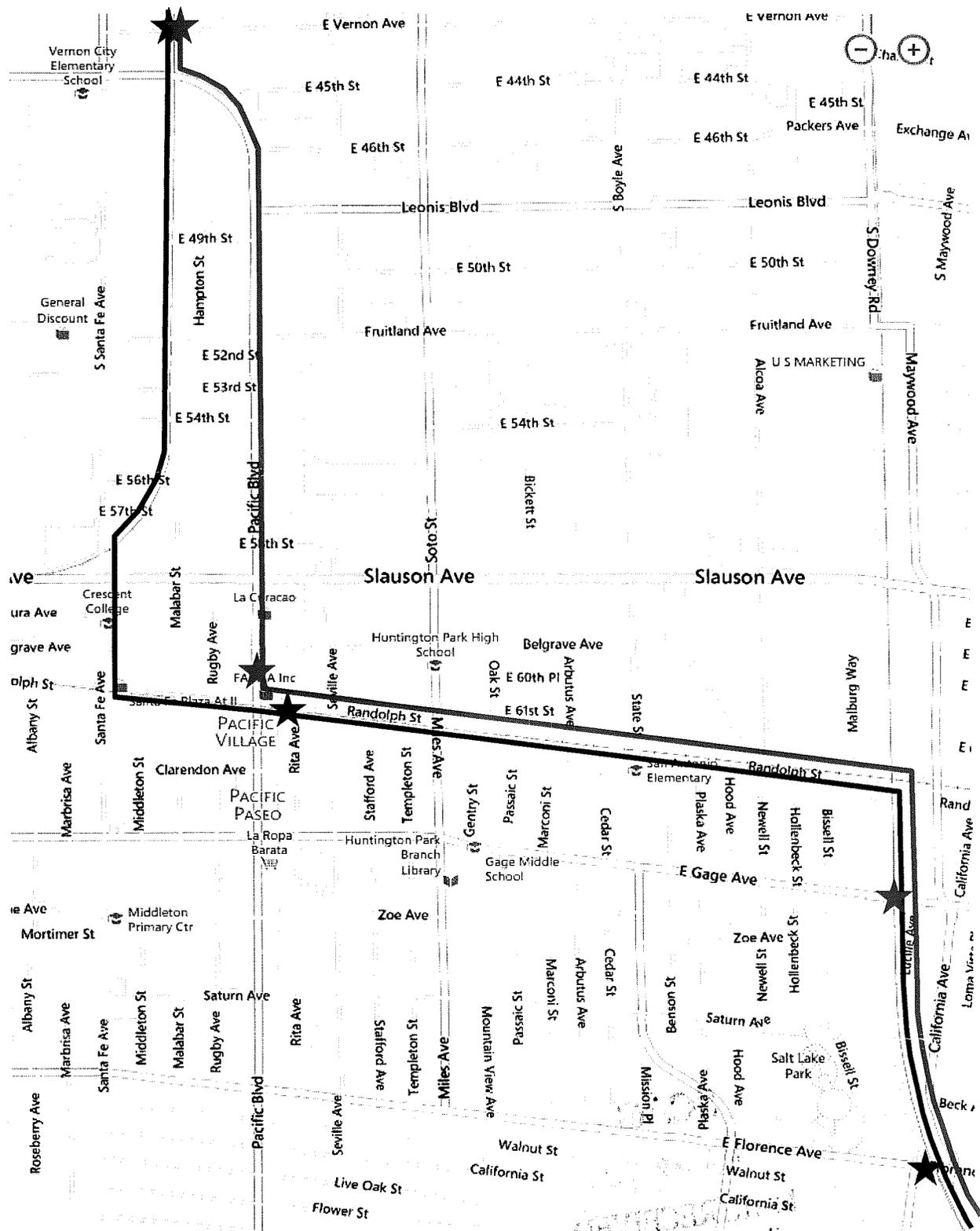
Our community is committed and highly enthusiastic about being involved in the input process as the project moves forward. The Huntington Park City Council hopes that the information herein is considered as the alternatives are further analyzed. Should you have any questions, please contact Mr. Jack 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
2nd 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.

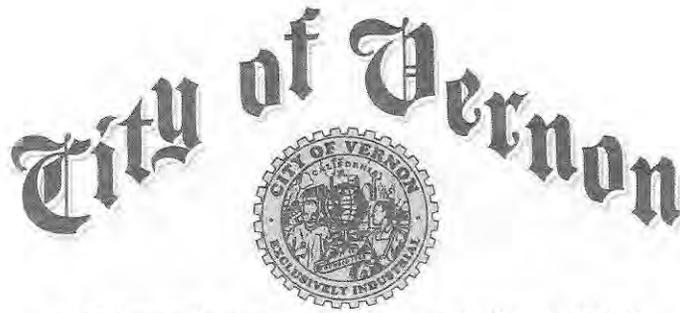
Sincerely,



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
2nd Vice Chair
Los Angeles County Metropolitan Authority
One Gateway Plaza
Los Angeles, Ca 90012-2952

Phillip Law
Southern California Association of Governments
818 W. 7th St., 12th 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



Board of Directors

October 11, 2011

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Young's Market Company

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Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

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Executive Director
Southern California Association of Governments (SCAG)
818 W. 7th St., 12th Floor
Los Angeles, CA 90017

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American Fish and Seafood

Richard Gardner
LA Wholesale Produce Market

Donald Kanner
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Howard Klein
Ocean Beauty Seafood

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Factory Arts Complex

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Mega Toys

Executive Director
Estela Lopez

Managing Director
Raquel King

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 7th & Alameda.

A station at 7th & 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 (7th & Metro station), the Regional Connector (2nd & Central), the Los Angeles Greyhound Station at 7th & 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 7th & 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 7th 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 7th & 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.

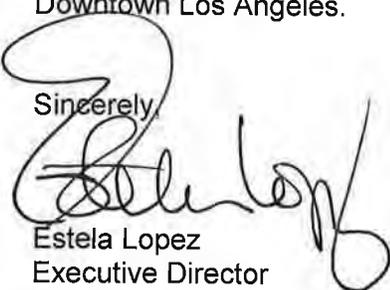
Lastly, CCEA would argue that a station at 7th & Alameda truly would pay for itself in economic impact. Valuable industrial land in this area has seen no significant private investment in job-creating uses for more than fifteen years. The current generation of users are unable to expand, and are being 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 2nd & Central, approximately a half-mile from 7th & 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 2nd 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 7th 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,

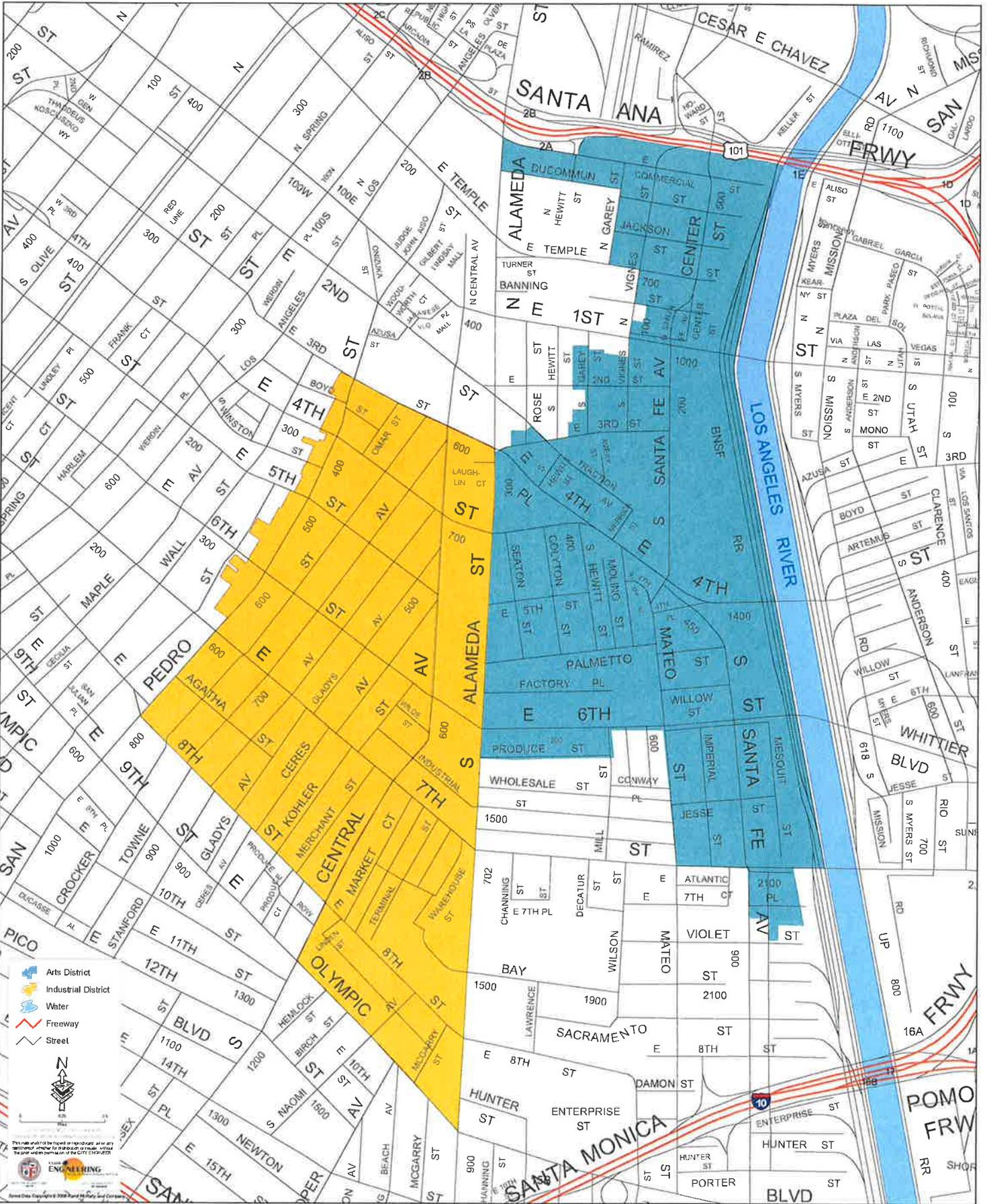


Estela Lopez
Executive Director

- cc. The Honorable Antonio Villaraigosa, Mayor
- The Honorable José Huizar, Councilmember, 14th District
- The Honorable Jan Perry, Councilmember, 9th 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:

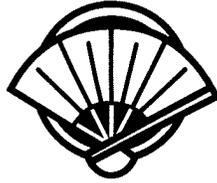
- Arts District
- Industrial District
- Water
- Freeway
- Street

Scale: 0 to 1000 feet

North Arrow

City of Los Angeles Engineering

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**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 1st 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 1st 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

PACIFIC ELECTRIC ROW/WEST SANTA ANA BRANCH Alternatives Analysis

Document Comment and Response Table

Deliverable Title: Draft AA Report – Nov. 15, 2011

Task #: 8.1 Comparative Assessment of Alternatives

Document Submitted to Agency: 11/15/11

Agency Review Coordinator: Karen Heit

Agency Comments to Project Team: 1/31/12

Project Team Review Coordinator: Nancy Michali

Response to Comments: 03/16/12 and 04/30/12

Comment #	Page	Comment	Response
1	i	Correct title for Chpt. 3 is “Transportation Analysis”	Title corrected.
2	Numerous: Mapping	There is a need to consistently map existing rail lines and stations throughout the document – this would include the Metro Gold and Expo Lines / stations, and the Buena Park Metrolink station, which are often missing from these maps.	All report maps revised to be consistent.
3	1-4/1-5	County USC Hospital / Medical Center should be included on Figure 1.2 and in the listing of Medical Facilities	Added to text and map.
4.	1-11	Include a statement that the Metro Blue Line, although accessible through its connection to the Green Line does not serve the corridor.	Added requested language.
4	Chpts 2- 5	It would be less confusing to the reader to better distinguish between “segments” divided by jurisdiction or ROW type versus minimum operable segments (MOS). The MOS could remain numeric, but perhaps the “northern connection area” should be Segment A, the PEROW/WSAB Segment B, and the “southern connection area” Segment C. Figure 2.1-5. The shading on the map seems to represent City boundaries but is not explained and is difficult to read.	Geographically-based segment names were made consistent throughout the report. Retained the geographically-based names to be consistent with previous study work and presentation materials.

Comment #	Page	Comment	Response
	2-14	The BRT discussion needs to include some mention of the difficulty associated with at-grade, diagonal crossings, even though it is discussed later	This section presents the alternatives; discussion of the benefits and impacts of each alternative is presented in the following sections.
	2-21	Insert the word “river” at the end of the first sentence of the second paragraph	Corrected.
5	2-26	It is worth noting that in the comparison of guideway alignment alternatives, West Bank 3 is the only alternative which serves 7 th / Alameda, Pacific Blvd, Vernon, and Knott Ave.	Text added re: West Bank 3 serving 7 th /Alameda. The West Bank 2 alignment also serves Pacific Boulevard; all of the alternative alignments serve Vernon and Knott Avenue
6	3-13	This analysis assumes that for train operations, no gates will be installed at intersections [unlike the Metro light rail lines] as trains would run concurrently with parallel streets. Note that in some cases the PE ROW traverses arterial street intersections on the diagonal, and if not grade separated, the trains or BRT will require a separate signal phase as well as, potentially, other safety enhancements. The Orangeline experience should be cited	The AA level of analysis did include a conceptual level analysis of gates; possible gate locations are identified in the drawings presented as Figure 3.4 – Intersection Types. More detailed analysis would occur in the next study phase. The requirement of a separate signal phase is discussed and presented throughout the Section 3.0 discussion (see Table 3.7 as an example).
7	3-34/3-40 et seq.	In the Metro Rapid bus fleet, the predominant vehicle is the 45-ft NABI equipped with transponders [not the 40-ft (on those routes where the 60-ft articulated buses are not deployed)]. This fact would require a slight adjustment in the vehicle cost estimate for the TSM alternative. Why wouldn't the additional number of buses associated with the TSM alternative have a negative impact similar to BRT? Furthermore TSM impacts all area operators.	The vehicle assumptions were identified by Metro bus operations staff, with the 40-ft. buses deployed on city streets and the 45-ft. buses operating on the freeways. The TSM Alternative would have the same impact as the BRT Alternative, and the report text has been revised in Section 7.0 to clarify the congestion and air quality/ greenhouse gas impacts of the TSM Alternative.
8	3-41	Table 3.14 and related text – The analysis is based upon “policy” frequencies rather than actual Metro operations. For LRT (Metro Blue / Green / Gold), no current service operates at 5 minute headways during peak hours. If the current Blue and Gold Lines peak hour frequency of 6 minutes is applied, this would positively impact operating and fleet costs; this would also attenuate a number of issues related to inter-lining. Note that the Green Line peak headway is 7-8 minutes while the Orange Line BRT peak headway is currently 4 minutes per the published schedule; Orange Line BRT schedule adherence during peak hours is questionable.	The AA analysis is based upon future year (2035) operational frequencies as identified in Metro operational plans, not current operational policies.

Comment #	Page	Comment	Response
9	3-42/3-43	Tables 3.15 and 3.16: Total travel times are in minutes and hours (not seconds and minutes)	Corrected.
10	3-44	Text below Table 3.17: “Currently the guideway alternatives have an average station spacing of approximately 1.5 miles between stations.” [suggested correction in bold; there are typically 22 stations over a distance of approx. 35 miles]	Figures 3.14 and 3.15 have been added to present the proposed station spacing. While an average could be provided, it does not clearly present the wide range of differences in the proposed station spacing.
11	3-45 et seq + Appendix D	The ridership projections generated by the Metro model appear to overestimate the future transit ridership which would result from implementation of the TSM alternative [noting that the increased ridership for the TSM alt is an aggregate covering multiple routes and services, including the Green Line, which is presumed to become a 24-hr service (p.7-7)]. This overestimate is likely due to the model failing to adequately discriminate between transit service types in their capacity to attract new, discretionary riders. The model indicates that the TSM alt would result in 85,575 additional weekday daily boardings in 2035, including 35,800 “new” transit riders – therefore attracting more “new” transit riders than any of the Build alternatives – including LRT and Low-Speed (and low fare) Mag Lev. This contradicts observed travel behavior, and makes the TSM alt <u>appear</u> to be nearly as effective as the LRT West Bank 3 in generating additional ridership, and to be MORE effective in attracting “new” riders. Nevertheless, per the model, the LRT West Bank 3 alt would generate over 87,000 weekday daily boardings in 2035; in comparison, the current weekday daily ridership on the Blue Line is approximately 75,000.	The report text has been reworded to clarify that the TSM Alternative includes two levels of bus service improvements: 1. Core Service Project – providing limited stop bus service along the same alignment as the build alternatives. This alternative is approximately 38 miles in length and is forecasted to attract and serve 39,000 daily riders. 2. Corridor System – providing approximately 7 new bus lines operating over more than 200 miles throughout both counties. This extensive bus system was forecasted to attract and serve 85,000 daily riders. The Core Service Project does not attract more daily riders than the other alternatives studied in this AA.
12	3-52 et seq.	Sub-section 3.3.2.3 would more logically be placed after Section 5 (Cost Analysis) – perhaps in Section 7. The CEI discussion, at this point in the report, offers conclusions from data which the reader has not yet seen.	Agree. Discussion moved to Section 7.6.
13	3-46	It is worth noting that this report indicates that for the BRT alts “the projected ridership would significantly exceed the hourly and daily capacity typically provided by a BRT system.”	Text added to include this finding (3-49) and discussed in Section 7.0.

Comment #	Page	Comment	Response
14	3-52	The first paragraph of Sub-section 3.3.2.3 opines that“. . . the PEROW/WSAB Corridor . . . is not expected to be a New Starts-funded project . . .”. <u>This is a speculative statement which should be deleted or modified.</u> The consideration of future policy options is the prerogative of the appropriate agencies. It would be correct to state that“... the PEROW/WSAB Corridor is not currently in any MTA request for New Starts project funding”.	Language revised (p. 7-21) to state: “While not currently a New Starts project...”. This decision is not tied solely to MTA as OCTA may seek New Starts funding.
15	3-53	Provisional CEI discussion: the summary statement here regarding capped user benefits is surprisingly mild compared to the statement presented on p. 55 of Appendix D – that New Starts feasibility refinement of the TSM alt [which would ensure comparability with the Build alts] “could be material and adversely affect the cost effectiveness indices presented in this study”.	The technical report language was based on FTA’s current approach to definition of the TSM Alternative, while the report text reflected the many conversations with Los Angeles and Orange County agency staff about this alternative. Staff was concerned about the level of bus system projects included in the TSM Alternative as it is currently defined, and were strongly disinclined to further increase the scope of projects and services to meet FTA’s requirements. A case could be made in any future study efforts, given the high level of study area highway congestion and region’s non-attainment air quality designation, that adding increased bus activity would not be appropriate due to the resulting congestion and air quality impacts. In addition, the resulting slow bus operational speeds would not provide existing riders with good quality service, nor would it be conducive to attracting new riders. In the past, FTA has been open to defining alternatives in a way that addresses local needs and constraints.
16	Chpt 4	It would be useful to include, with each station area analysis, which of the alignments / services would serve the station analyzed.	The project staff tried to do as requested and found the results were lengthy and confusing. Added Tables 4.1 and 4.2 presenting an overview of the alignments and stations per mode prior to the station area analysis.
17	4-1	Final sentence: the adjective “older” in reference to Orange County housing stock in the Corridor should be reconsidered, since it refers to housing constructed in the 1960’s/70’s; immediately prior in the text, LA County housing stock in the Corridor is described as being typically constructed in the 1930’s through 1950’s.	Revised text.

Pacific Electric ROW/West Santa Ana Branch
 Alternatives Analysis

Comment #	Page	Comment	Response
18	4-4/4-5	The correct name of the community plan (in bold) should be the Central City North Community Plan.	Revised.
	4-9	Any discussion of Pacific Boulevard in Huntington Park should include a reference to the existing transit hub and a reference to the number of riders.	Added text about Pacific Boulevard transit hub activity and current daily Metro ridership.
19	4-16	Description (2 nd paragraph): “The land uses . . . are split almost evenly . . .”.	Revised.
20	4-29	Note that this discussion indicates that the TSM alt would also require a “maintenance and storage facility”. On p. 5-4 of the Cost Analysis, it is stated that “. . . the TSM option . . . would accommodate the proposed vehicle increase in existing facilities”. The Build alts all include a \$125 million “placeholder” cost for a maintenance and storage facility. The number of vehicles associated with TSM may require multiple new facilities (depending on the capacity for existing facilities with OCTA, Metro Bus and Long Beach Transit; There needs to be some figure to represent this project cost. Applying the same \$125 million cost should suffice.	Revised report language to state that “all alternatives would require property acquisition for provision of a maintenance and storage facility.” The cost analysis has been revised, and \$143 million dollar cost was included at this conceptual level of analysis. OCTA staff indicated existing facilities may have space to accommodate the increased number of buses as their future service plans include the proposed lines. Long Beach Transit would be operating three of the proposed lines, staff indicated, that at this conceptual level of analysis, that there may be sufficient capacity to accommodate the proposed increase in buses.
21	4-31	Re. Segment 1, BRT, 5 th line: the reference should be to the Harbor Transitway	Revised.
22	4-36	3 rd paragraph, 2 nd sentence: “Given the lower scale . . . a 30-plus foot high transit structure would . . .” is a more accurate.	Revised.
23	4-91	Table 4.19, 5 th line: this should be American Indian	Revised.
24	5-3	Table 5.2 - Note that the fleet requirements for LRT are based upon 5-minute peak hour headways, rather than 6 minutes, as currently on the Blue and Gold Lines. This inflates vehicle acquisition costs.	The analysis is based upon future year (2035) operational frequencies identified in Metro’s operational plans, not current operational policies. A 5-minute peak hour headway was included in the analysis for all guideway alternatives.
25	5-5/5-6	All guideway (including BRT) alternatives are assumed to require a maintenance / storage facility, for which the costs are incorporated into (northerly) Segment 1; the cost comparisons herein do NOT include the cost of such a yard for the TSM alternative – although the yard (or an expansion of existing yards)	A \$143 million place holder was added to the TSM Alternative for a maintenance and storage facility.

		may be required	
26	5-6/5-8	Just west of the San Gabriel River crossing, the ROW passes underneath SR 91; there may be vertical clearance issues for the Maglev alt which would impact construction costs.	The Low Speed Maglev Alternative was designed to pass over the SR-91, and the elevated structure cost was included in the construction costs.
27	5-12	Table 5.9, LRT Cost column, is erroneously labeled as “billions”.	Corrected.
28	5-15	This analysis utilizes a conservative construction duration of 6 years for each MOS (based upon Expo Line Phase 1 performance). For MOS 1 (LA County line to the Green Line), this means commencing construction in winter, 2015 with transit service to begin in early 2021.	Future study efforts would refine the MOS dates in consultation with Metro staff.
29	5-20/5-21	Given the recent (12/29/11) CA Supreme Court decision, it would make sense to add updated information regarding the status of Community Redevelopment projects – and simply note that the CA legislature could restore the ability of local governments to establish redevelopment project areas sometime prior to 2035.	A majority of the redevelopment discussion was deleted and language added summarizing the recent CA Supreme Court decision.
30	5-20	Final paragraph: “To what extent is each city’s . . .” Update the discussion to reflect the legislative demise of RDAs.	Same comment as above.
31	5-21 + p. 9 of Appendix I	The fact that parcels are designated for Industrial land use in proximity to a station should NOT be interpreted as definitively reducing the TOD potential. Alameda / 7 th , Pacific/ Randolph, Gardendale and Firestone all actually exhibit high TOD potential due to location / large parcels / live-work loft possibilities. “Transit Village” development as codified in CA state law should also be discussed in this section.	Agree and text deleted.
32	Chpt 6	This chapter summarizes public outreach activities and input received (noting that additional outreach is scheduled). While elected officials are well represented, community groups [10 – with 40 actual participants] and residents [6 meetings – 185 participants] merit closer attention and more thorough outreach efforts. The chapter could describe the role of the Gateway COG and OLDA. A good summary of major points raised in public comment is found on p. 6-20.	A discussion of the role of Gateway Cities COG and OLDA was added to Section 6.0 reflecting their key roles in this study effort.
33	Chpt 7	This chapter would benefit by identification of the performance and cost summaries, as well as the CEI calculation, for each of the MOS’s identified earlier in the report, as possible alternative scenarios for phased implementation.	The AA study effort explored the entire Corridor which included Los Angeles and Orange counties. As Los Angeles County has a funding source for this project, a conceptual MOS discussion was provided regarding possible phasing decisions. The requested MOS-specific information would

			be developed in the next study phase.
	7-2	It would be preferable to refer to connections to the regional rail system as limited instead of poor. Also cite the 5.5 gap in the Metro Green Line Stations that affects corridor cities.	<p>Revised wording to “limited”.</p> <p>We are unclear if the comments refers to closing the gap in station spacing between the Metro Green Line Lakewood and Long Beach stations, or closing the gap by extending the Metro Green Line east through the city of Norwalk, so two responses are provided.</p> <p>Construction of a new Metro Green Line station on the San Pedro Subdivision would help close the gap between the Long Beach and Lakewood stations, and provide the study area cities with improved access to regional transit service. The Metro Green Line extension through Norwalk to connect with the Norwalk Metrolink station was not added. While located in the eastern-most portion of the study area, this gap closure does not address the north-south study patterns identified in the Purpose and Need/Mobility Statement effort prepared with input from the study area cities.</p>
	7-7	It is not possible to increase <i>only</i> the Metro Green Line operations to 24-hours – the entire Metro Rail system would have to assume 24-hour operation.	The analysis was based on future year (2035) operational plans which identify 24-hour operations for the entire Metro Rail system.
	7-7-8	<p>Statements seem to conflict – Arterial improvements that provide improved speed and at the same time the TSM services get stuck on congested arterials. 128 peak hour buses could overwhelm any arterial improvements.</p> <p>Do not use the words “choice riders” – implies they are somehow “better” the proper term is “discretionary”.</p> <p>TSM project cost is rather high to label as interim.</p>	<p>The 128 buses proposed in the TSM Alternative would be distributed over more than 200 miles throughout Los Angeles and Orange counties. Text reworded to discuss congestion impacts anticipated to result from implementation of this alternative.</p> <p>Revised wording..</p> <p>The TSM Alternatives is not identified as an interim project. It was studied as a stand-alone project and as a feeder service to the build alternatives.</p>

DRAFT
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/1st 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/ 17th Street/Main Street alignment option. The ***Harbor Boulevard/1st 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 Cerritos will be submitting a letter concerning station locations, including possible deletion of one of their stations, and a preferred vertical configuration.
- 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 th 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 rd St./Gridley Rd.	183 rd 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 st St.	Harbor Blvd./1 st St.
	1 st St./Fairview St.	1 st St./Fairview St.
	1 st St./Bristol St.	1 st 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 th 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 rd St./Gridley Rd.	183 rd 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.

PEROW/WSAB Corridor AA Study
Proposed Final Report Outline

S.0 Executive Summary

- S.1 Study Background
- S.2 Purpose and Need
- S.3 Alternatives Considered
 - No Build Alternative
 - Transportation Management System Alternative
 - Bus Rapid Transit Alternative
 - Street Car Alternative
 - Light Rail Transit Alternative
 - Low Speed Magnetic Levitation Alternative
- S.4 Evaluation Process and Summary
 - Technical Analysis Results
 - Public and Agency Input
- S.5 Recommended Alternatives and Next Steps
(To be added after Steering Committee action)

1.0 Purpose and Need

- 1.1 Corridor Study Area
 - 1.1.1 CSA Description
 - 1.1.2 Demographic Characteristics
 - 1.1.3 Travel Markets and Characteristics
 - 1.1.4 Economic Issues
- 1.2 Corridor Transportation System
- 1.3 Mobility Problem
- 1.4 Purpose and Need

2.0 Alternatives Considered

- 2.1 Screening and Selection Process
 - 2.1.1 Conceptual Set of Alternatives
 - 2.1.2 Initial Set of Alternatives
 - 2.1.3 Final Set of Alternatives
- 2.2 Definition of Final Alternatives
 - 2.2.1 No Build Alternative
 - 2.2.2 Transportation Management System Alternative
 - 2.2.3 Bus Rapid Transit Alternative
 - Alignments and Proposed Stations
 - Design and Operational Issues, including engineering feasibility and phasing

- 2.2.4 Street Car Alternative
 - Alignments and Proposed Stations
 - Design and Operational Issues, including engineering feasibility and phasing
- 2.2.5 Light Rail Transit Alternative
 - Alignments and Proposed Stations
 - Design and Operational Issues, including engineering feasibility and phasing
- 2.2.6 Low Speed Magnetic Levitation Alternative
 - Alignments and Proposed Stations
 - Design and Operational Issues, including engineering feasibility and phasing

3.0 Transportation Analysis

- 3.1 Affected Environment
- 3.2 Traffic
 - 3.2.1 Freeway Network
 - Existing and Future Conditions
 - Future System Improvements
 - 3.2.2 Arterial Network
 - Existing and Future Conditions
 - Future System Improvements
- 3.3 Transit
 - 3.3.1 Transit System
 - Existing Service and Ridership
 - Future System Improvements
 - 3.3.2 Ridership Projections
 - Operating Assumptions and Plans
 - Run Time Estimates
 - Ridership Results
- 3.4 Parking
- 3.5 Other Modes
 - 3.5.1 Pedestrian
 - 3.5.2 Bicycle

4.0 Environmental Considerations

- 4.1 Land Use and Economic Development
 - 4.1.1 Land Use Effects
 - 4.1.2 Economic Effects
- 4.2 Property Acquisition
- 4.3 Traffic
- 4.4 Visual and Aesthetic
- 4.5 Cultural Resources

- 4.6 Air Quality and Greenhouse Gas Emissions
- 4.7 Noise and Vibration
- 4.8 Biological Resources and Ecosystems
- 4.9 Parks and Recreation Resources
- 4.10 Environmental Justice
- 4.11 Cumulative Growth Impacts
- 4.12 Summary of Environmental Impacts and Benefits

5.0 Cost Analysis

- 5.1 Analytical Overview
- 5.2 Capital Costs
 - 5.1.1 Vehicle Requirements
 - 5.1.2 Storage and Maintenance Facilities
 - 5.1.3 Corridor Segments
- 5.3 Operating and Maintenance Costs
- 5.4 Financial Feasibility Analysis

6.0 Public Involvement and Agency Coordination

- 6.1 Public Involvement and Agency Coordination Efforts
 - 6.1.1 Conceptual Screening
 - 6.1.2 Initial Screening
 - 6.1.3 Final Screening
- 6.2 Summary of Input Received
 - 6.2.1 Conceptual Screening Phase Input
 - 6.2.2 Initial Screening Phase Input
 - 6.2.3 Final Screening Phase (to be added upon completion of outreach efforts)

7.0 Comparison of Alternatives and Recommendations

- 7.1 Public and Stakeholder Support
- 7.2 Mobility Improvements
- 7.3 Cost-Effectiveness/Sustainability
- 7.4 Land Use and Economic Considerations
- 7.5 Project Feasibility
- 7.6 Environmental Impacts and Benefits
- 7.7 Comparative Summary
- 7.8 Recommended Alternatives
(To be added after Steering Committee action)

Appendices

07.12.11



WEST SANTA ANA BRANCH

Low Speed Maglev Option – Proposed Alternatives Analysis Approach

DRAFT



AA Study Context

Alternatives Analysis (AA) is:

- Planning process developed by Federal Transit Administration (FTA), with Congressional oversight, over last 40 years
- Process sets high professional standards requiring conformance to statute, regulations and guidelines identified and published by FTA
- Federal transit planning process followed by nationwide projects seeking federal funding
- Used by Metro and OCTA for major transit projects
- FTA staff is participating in and reviewing this study



AA Project Challenge

Challenge of defining and evaluating a transit alternative not currently in revenue operations in U.S.

Need to identify a project that is acceptable to FTA:

- In revenue operations
- Prefer publicly-operated project
- Could meet identified Purpose and Need
- Readily-available information
- Prefer information that is comparable to or easily convertible to U.S. labor and regulatory conditions



Low Speed Maglev Alternative

The Linimo Line in Nagoya, Japan meets three of five needs:

- Has been in revenue service for more than six years
- Is operated by a group of public agencies
- Appears to meet identified Purpose and Need

The following discusses how we will address the informational needs.





AA Analytical Areas

AA requires identification and evaluation of:

- Travel Demand Modeling/Ridership
- User Benefits Analysis, including Cost-Effectiveness
- Capital Cost
- Operating and Maintenance Cost
- Engineering and System Design
- Support Facility Requirements
- Environmental Assessment





Travel Demand Modeling

AA effort will use the Metro Model:

- Reviewed by FTA
 - Follows state-of-the-art modeling techniques
 - Applies results of recent travel survey
 - Calibrates well to observed travel behavior

Corridor-specific version of Metro Model has been developed:

- Covers Los Angeles and Orange counties
- Validated for existing conditions (2010)



Ridership

Project ridership will be based on:

- Projected demographic information and related travel information
- Station spacing
- Average/maximum travel speeds
- Fare/cost to ride
- Connections to transit systems and destinations



Approach: Model similar to LRT Alternative based on similar station spacing and average/maximum speed.

- With 100% aerial system
- Fare based on public *and* private operations



User Benefits Analysis

Benefits measured by:

- Daily net new transit riders
- Travel time savings
- FTA Cost-Effectiveness Index =
project costs (capital and operating)
compared to benefits (increased ridership and
decreased travel times)
- “Best” is measured in terms of travel time savings



Approach: Same FTA-defined methodology for all Corridor alternatives.



Capital Cost

Cost to construct includes:

- Direct costs such as guideway/ tracks, operating systems, stations, vehicles, and ROW acquisition
- Indirect costs such as professional services associated with planning, engineering, design, and project & construction management along with surveying, permits, and fees



Capital Cost

Approach: Identify transit system construction costs in Nagoya and compare to Metro costs for similar type projects to define Corridor project cost per mile with following caveats:

- Linimo system was built with structural elements produced in a factory-setting and assembled on-site. Southern California may do so in future, but today on-site, box girder construction is required to meet design and seismic requirements.
- Japanese and California seismic standards are not similar.
- Japanese system does not provide same ADA and fire & life safety elements as required in U.S.



Nagoya/Metro Capital Cost Comparison

Technology	Ridership	Construction Costs (Japanese Systems)	Construction Costs (Metro Systems)
BRT (Shin-Dekimachi Route, 1985) <i>Street-running on exclusive lanes</i> 10.2 km (6.3 mi)	27,000/day (1990)	\$7.2 M/mile (2010\$)	\$2.5 M/mile (2010\$) (Street-running Wilshire Boulevard. BRT) \$28.5 M/Mile (2010\$) (Metro Orange Line in dedicated right-of-way)
LRT (No system currently exists)	NA	NA	At-grade: \$55-70 M/mile (\$2010) Aerial: \$130-145 M/mile (Metro Gold Line)
Subway (Various Lines in Nagoya)	197 million/annually (2009) (Higashiyama Line)	\$321 M/mile (2011\$) (Sakuri-dori extension)	\$330-360 M/mile (2010\$) (Metro Red Line Subway)
Maglev (Linimo Line, 2005) 1.4 km (0.8 mi) – Tunnel 7.7 km (4.8 mi) – Aerial 9.1 km (5.6 mi) – Total	6 million/annually and 16,000/daily (2009)	\$128 M/mile (2010\$)	\$160 M/mile (2010\$) (Proposed Alternative Cost)



WEST SANTA ANA BRANCH

Operating & Maintenance Costs

Concerns about using Nagoya O&M costs:

- Information not readily available
- Unclear on what is included in their O&M costs
- Difficult to compare costs without staffing organizational chart
- Different labor structure/regulatory requirements than U.S.
- Japan has a history of public/private partnerships vs. U.S. learning curve





O&M Cost Comparison

Approach: Identify O&M cost parameters based on Vancouver SkyTrain system:

- 100% aerial system with automated, integrated power system similar to Linimo system + driver cost per Metro policy
- Costs are similar to U.S. due to similar labor conditions and regulatory requirements. (Labor costs will be modified to reflect Southern California conditions.)
- O&M cost calculations similar to U.S. methods
- Information is readily available



Engineering and System Design

Linimo 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 due to unknown system details
 - Higher contingencies due to many unknown operational system details



Support Facility Requirements

Linimo system storage and maintenance facility design information is not available.

Approach: Base AA-level design and cost estimates on the following:

- SkyTrain system (100% aerial structure with automated, integrated power system) storage and maintenance facility design and size requirements
- Metro's design policies, such as those related to length of storage tracks, cross-over requirements, ADA and emergency access, etc.



Environmental Assessment

Environmental assessment information not available for Linimo system.

Approach: Base AA-level noise and vibration assumptions on the following categories:

Noise Impacts	LRT	High
	Street Car & BRT	Medium
	Low Speed Maglev	Low

Vibration Impacts	LRT	Medium
	Low Speed Maglev	Medium-Low
	Street Car & BRT	Low

Task 3: Conduct Community/Stakeholder Outreach and Involvement Activities (Lead: City of South Gate and City Partners)

Task 3.1: OLDA conducted meetings and strategy sessions with South Gate, city partners, and others to develop transit corridor project goals and objectives. OLDA became part of the project team, working with SCAG, Metro, OCTA and Gateway Cities COG to lead the SCAG PEROW/West Santa Ana Branch Alternative Analysis Study. OLDA provided additional resources to represent interests of the cities in the project area. Project recommendations and involvement activities were designed to supplement and enhance SCAG Alternative Analysis outreach and involvement activities. OLDA provided project support services for elected officials and key stakeholders in the corridor, empowering the communities and increasing participation in the project decision making process.

Task 3.2: OLDA project team members identified and created a database of community stakeholders in the project area; OLDA decided to use a community driven outreach process, using recommendations from community leaders to expand efforts that eventually included members identified in the original database and outreach identification process.

Task 3.3: OLDA developed stakeholder involvement materials and information (e.g. notices, surveys, agendas, discussion topics, employer/business questionnaires, project fact sheet, etc.) based upon study information developed in Tasks 2.2, 2.6 and 2.7. OLDA also developed project materials to introduce others to potential investment opportunities in the project area. This included materials for potential project area investors in Spanish, Japanese and Chinese.

Task 3.4: OLDA disseminated study-related informational materials throughout the project area. OLDA used a variety of communication tools and both formal and informal community processes. OLDA responded to project-related community issues, concerns and inquiries.

Task 3.5: OLDA scheduled, participated and facilitated community outreach opportunities including meetings, roundtables, workshops, presentations and strategic planning meetings and briefings to community stakeholder constituencies. OLDA coordinated its efforts with technical consultants, including SCAG team members; these outreach efforts are summarized in both OLDA and SCAG documentation.

Deliverable	Documentation
Meetings and strategy sessions – goals and objectives, transit corridor geographic parameters	Goals and objectives/transit corridor parameters.
Create database	Database of community meetings. OLDA participated in 44 community outreach meetings and 2 outdoor events.
Develop stakeholder involvement written materials	Agendas, discussion topics, questionnaires, fact sheet, notices, etc. (see attachments)
Prepare draft and final stakeholder outreach reports	Stakeholder report

South Gate/OLDA Environmental Justice Study Objectives

The EJ study process offered the City of South Gate and OLDA the opportunity to accomplish a number of local and subregional objectives, including but not limited to:

- Introducing the OLDA rail transit system project to the impacted communities;
- Educating and promoting active community participation in local and regional planning processes associated with the transit project;
- Developing a solid understanding of these low income and disadvantaged populations through creation of demographic and socioeconomic profiles of the EJ cities using 2010 Census data;
- Assessing whether minority and low-income communities are receiving a fair share of benefits, or a disproportionate share of burdens; and
- Identifying and beginning the process to find ways to mitigate any economic, social and environmental justice issues within the southern segment of the OLDA corridor.

Transit Corridor

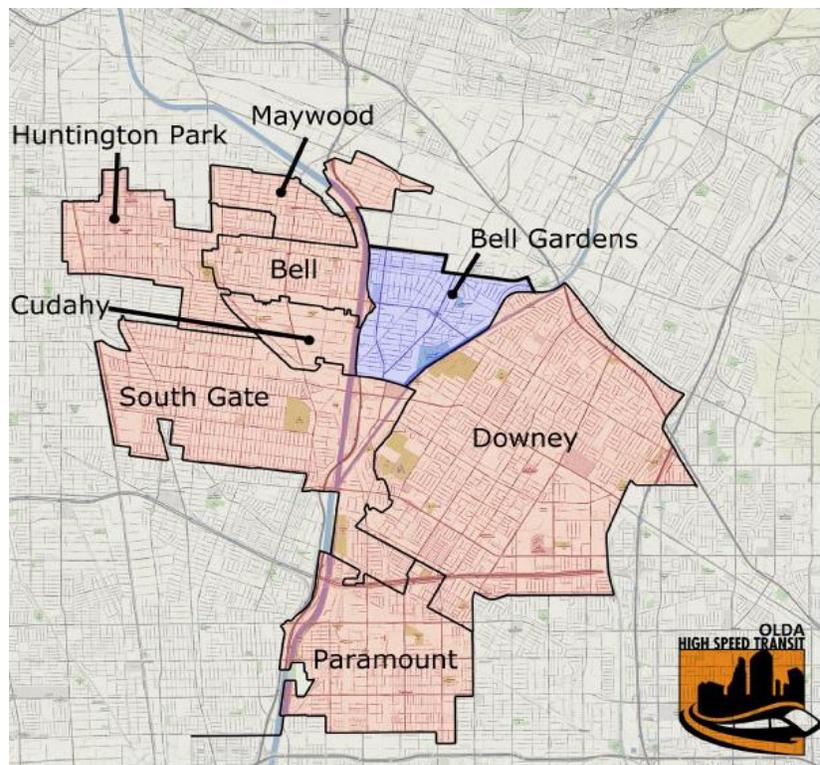
The transit corridor is co-located in both Los Angeles and Orange Counties along the abandoned Red Car right-of-way and includes a 20-mile transit corridor, which is not under current use for mass transit. Pacific Electric closed passenger operations in the Corridor in the 1950s and the right-of-way is now owned by Metro and OCTA. The northernmost point included in the Alternative Analysis (AA) study area is Union Station in Downtown Los Angeles and the southernmost point is I-405 Freeway. The AA study area includes an approximate width of eight miles, with four miles on either side and the I-5 and I-405 as loose boundaries to the east and west.

The AA study analysis divided the corridor into three sections which were determined by physical and agency boundaries. This report focuses upon the EJ study cities.

The City of South Gate and the other local jurisdictions who participated in the EJ study, specifically, the cities of Huntington Park, Bell, Bellflower, Cudahy, Maywood, and Paramount, are geographically located in the southeast or “Gateway Cities” subregion of Los Angeles County and in the OLDA southern segment of the OLDA corridor, southeast of downtown Los Angeles. Subregional planning for this geographic area of the county is coordinated through the Gateway Cities Council of Governments (COG), which encompasses a population of approximately 2.4 million people.

While Bellflower and Paramount can be considered in need of environmental justice, most of the effort for this environmental justice project focused on the cities of South Gate, Huntington Park, Bell, Cudahy and Maywood which suffers from an even greater and more disproportionately high and adverse environmental impact with a large minority populations and a low-income populations lower than almost all the communities in Los Angeles County.

A key part of the study effort involves station locations and the creation of collaborative efforts in the OLDA corridor. Since the City of Downey shares a station with South Gate, it was included in the study efforts. The City of Bell Gardens also became involved in the study efforts due to its close proximity to a potential Huntington Park station, its location (near Maywood with boundaries with Bell, Cudahy and South Gate) and its interest in OLDA (becoming an OLDA member on September 24, 2012),



OLDA is a 15-member Joint Powers Authority (JPA) created to develop an environmentally friendly, grade-separated high speed transit system connecting Santa Clarita to Cerritos via Downtown Los Angeles. OLDA served as a sub-recipient of South Gate, an integral and active project partner on the EJ study that provided the City of South Gate with a significant level of project participation and oversight, as well as, management of consultants assigned to work on the project.

**City of South Gate/OLDA Southern Rail Corridor
Community Impacts and Opportunity Assessment
Community Outreach Opportunities**

<u>City</u>	<u>Date</u>	<u>Affiliation/Group/Club/Event</u>
City of South Gate	May 31, 2011	Meeting with Mayor Davila
City of South Gate	February 12, 2012	Chamber of Commerce Presentation
City of South Gate	February 21, 2012	Chamber of Commerce Working Session
City of South Gate	February 25, 2012	Rotary Club Meeting Presentation
City of South Gate	March 6, 2012	Optimists Club Meeting Presentation
City of South Gate	March 16, 2012	Rotary Club Meeting Presentation
City of South Gate	March 7, 2012	Eagles Club Meeting Presentation
City of South Gate	April 3, 2012	Tweedy Mile Meeting Presentation
City of South Gate	April 23, 2012	South Gate City Council Presentation
City of South Gate	May 29, 2012	Business Leader Focus Group
City of South Gate	July 17, 2012	Community Meeting
City of South Gate	January 28, 2013	Meeting with Councilmember Davila
City of Huntington Park	June 30, 2011	Meeting with Vice Mayor Molina
City of Huntington Park	March 8, 2012	Chamber of Commerce Presentation
City of Huntington Park	March 15, 2012	Meeting with Vice Mayor Molina
City of Huntington Park	May 3, 2012	Business Leader Roundtable
City of Huntington Park	May 8, 2012	Community Meeting
City of Huntington Park	August 6, 2012	Meeting with Mayor Molina
City of Huntington Park	October 4, 2012	Meeting with Mayor Molina/City Manager
City of Huntington Park	February 4, 2013	Huntington Park City Council Presentation
City of Bell	May 14, 2012	Chamber of Commerce Presentation
City of Bell	June 28, 2012	Business Roundtable
City of Bell	July 5, 2012	Community Meeting
City of Bell	July 5, 2012	Meeting with Vice Mayor Alvarez
City of Bell	July 10, 2012	Meeting with Councilmember Quintana
City of Bell	July 18, 2012	Bell City Council Presentation
City of Bell Gardens	November 12, 2012	Bell Gardens City Council Presentation
City of Cudahy	May 31, 2011	Meeting with Mayor Barrios
City of Cudahy	May 31, 2011	Meeting with Councilmember Gurule
City of Cudahy	February 2, 2012	Meeting with City Manager
City of Cudahy	May 23, 2012	Town Hall Meeting and Presentation
City of Downey	June 30, 2011	Meeting with Mayor Marquez
City of Maywood	September 6, 2011	Meeting with Councilmember Guardado
City of Maywood	September 6, 2011	Meeting with City Manager
City of Maywood	October 10, 2011	Maywood City Council Presentation
City of Maywood	May 13, 2012	Chamber of Commerce Presentation
City of Maywood	June 6, 2012	Community Meeting
City of Paramount	June 30, 2011	Meeting with City Manager
Gateway Cities COG	September 13, 2012	COG Board EJ Presentation
OLDA EJ Cities	August 9, 2012	Meeting with OLDA EJ Members
OLDA EJ Cities	November 12, 2012	Meeting with OLDA EJ Members

OLDA EJ Cities December 4, 2012 Meeting with OLDA EJ Members

Community Events

City of Huntington Park April 14-15, 2012 Carnaval Primavera Festival
City of Bell Gardens May 24, 2012 Transportation Event**

**Special Meeting of the Gateway Cities Service Council

EJ Study Stakeholder Outreach Results

OLDA staff and consultants scheduled and/or participated in forty four (44) community outreach meetings to present and discuss information about the OLDA transit project, the SCAG AA study findings, and the EJ study between February and September 2012. OLDA staff also participated in two (2) local inter-community outdoor events to distribute project information, to facilitate face-to-face discussion with members of the EJ communities, and to encourage attendance at future study meetings. In addition, OLDA Executive staff met with EJ city elected officials and staff representatives on issues related to the study and to provide project updates. This included periodic presentations to the OLDA Board on an on-going basis throughout the study.

The EJ outreach effort succeeded in securing the participation of over 600 community residents, business leaders and members of community groups in the study area. Major issues raised and discussed during the outreach process are, as follows:

Perceived Project Impacts and Transportation Planning Issues to Address

- Limit negative impacts on homeowner property values
- The selected alternative should cause minimal displacement to homes and/or businesses
- Ensure access to businesses and commercial enterprises during project construction periods
- Project should be developed to minimize congestion on local streets within EJ communities
- Ensure availability of adequate parking on local streets; address local parking policies and resolve issues that may be created by the project
- Address grade separation issues to ensure optimal traffic flow and circulation
- Spacing of rail stations should allow for maximum train speed
- Select a project alternative which is compatible with existing local and regional public transportation systems

Unmet Transit Needs

- Transit project should address long overdue transit need and provide transportation options for the EJ cities, including improved access and connectivity to local and regional destinations
- There is a significant need for greater connectivity to employment centers
- Intercommunity linkages should be improved/created (in and between communities and between stations)

Environmental

- Ensure EJ community understanding of all potential environmental impacts that may be created by the project
- Location and proximity of rail stations to residential communities should not create negative pollution or noise impacts; Mitigate noise impacts due to train vibration and whistles

Economic Development

- Economic development and jobs creation must be achieved in development of the transit corridor project
- Identify and create an environment that maximizes opportunities for public/private development and financial investment

Cost and Funding

- Fares/pricing of services should be reasonable and contribute to cost of operation
- Information on project costs and real impacts to taxpayers should be clarified for the public
- Identify funding to ensure completion of the project

Other Frequently Raised Issues/Questions

- Need to know timetable for completion of the transit corridor project
- Need to continue to seek community participation in the local and regional project planning process



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, June 8, 2011

City of Vernon – City Hall
4305 Santa Fe Ave., Vernon CA 90058
Employee Lunchroom

(310) 972-9609 Trisha Murakawa
(323) 963-6922 Rory Burnett

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of May 11, 2011 Meeting
- b. Approval of Warrant Register and Treasurer's Report for May 12, 2011 through June 8, 2011

End of Consent Calendar

5. Public Comments

Those who are wishing to present public comments are restricted to non-agendized items only.

6. Report and/or Possible Action Regarding Fall State Bond Sale – Prop 1-B, Presentation by Michael Turner, Metro
7. Annual Nomination of OLDA Executive Board Members at July Board Meeting
8. Update and/or Action Regarding State and Federal Legislative Issues
9. Update and/or Action Regarding High Speed Rail and Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly 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

Bruce Barrows
Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
Councilmember
City of Glendale

Secretary

Maria Davila
Vice Mayor
City of South Gate

Treasurer

Mike McCormick
Mayor Pro Tem
City of Vernon

Auditor

Scott A. Larsen
Mayor Pro Tem
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7



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City of South Gate
City of Vernon
Burbank-Glendale-Pasadena
Airport Authority

Chairman

Bruce Barrows
Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
Councilmember
City of Glendale

Secretary

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Vice Mayor
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City of Vernon

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General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7

10. Update and/or Action Regarding Southern California Association of Governments (SCAG) Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis Study
11. Update and/or Action Regarding Bob Hope Airport Ground Access Study
12. Approval of OLDA Contract Labor Consulting Services
13. Approval of Criteria for Cerritos Transportation/Land Use Grant
14. Approval to Develop and Release Request for Proposal for Professional Consulting Services for Transportation Land Use Grant
15. Approval to Release Task Order to Group of Consultants from OLDA SOQ List to Respond to a Task Order for a Consultant to Provide Transportation Planning, Project Management and Support Services for Grants
16. Review and/or Possible Action Regarding List of Cities for Third Amended Joint Exercise of Powers Agreement (JEPA)
17. Communication Items to the Board
18. Communication Items from the Board
19. Adjournment

NEXT MEETING: City of Vernon – July 13, 2011

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



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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
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James McCarthy
Caltrans, District 7

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 8, 2011

SUBJECT: **UPDATE AND/OR ACTION REGARDING SCAG PE ROW/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS STUDY**

SCAG has been moving forward with the Pacific Electric Corridor Alternatives Analysis. SCAG and the consultant team are finalizing Task 4.0 (the Definition of Alternatives and Initial Screening).

On June 2, 2011, SCAG approved a contract amendment of \$97,500 to the consultant team in order to assess the low-speed maglev alternative that has been selected for the final set of alternatives.

The final set of alternatives selected by the Project Steering Committee is:

1. No Build
2. Transportation System Management
3. Bus Rapid Transit
4. Street Car
5. Light Rail Transit
6. Low Speed Magnetic Levitation

SCAG is hosting open house/community meetings on Monday, June 27, 2011 from 5:30 – 7:30 pm at the South Gate Civic Center Main Hall and on Tuesday, June 28, 2011 from 5:30 – 7:30 pm at The Courtyard Center in Garden Grove, CA (see attached).

SCAG and the consulting team will be studying these alternatives and working with Metro, OCTA, OLDA and cities in the corridor in the upcoming months.

RECOMMENDATION

It is recommended that the Board:

1. Review information and direct staff on appropriate action; and
2. Receive and file this report

Attachment



WEST SANTA ANA BRANCH

COMMUNITY MEETINGS

YOU ARE INVITED

to attend an open house to receive the most up-to-date information on The Pacific Electric Right-of-Way (PE ROW) / West Santa Ana Branch Corridor Study.

SCAG encourages you to become involved with the project planning by coming to learn about progress on the project alternatives.

Ask questions, view displays, enjoy light refreshments. Everyone is welcome! Content presented at each meeting will be identical.

MONDAY, JUNE 27, 2011

5:30 – 7:30 pm

South Gate Civic Center Main Hall

8680 California Avenue, South Gate, CA 90280

TUESDAY, JUNE 28, 2011

5:30 – 7:30 pm

The Courtyard Center

12732 Main Street, Garden Grove, CA 9284

Contact Us:

For more information about the study, please visit www.pacificelectriccorridor.com or contact Philip Law, Project Manager, at (213) 236-1841 or law@scag.ca.gov.



RAMA OESTE DE SANTA ANA

REUNIONES PÚBLICAS

USTED ESTÁ INVITADO

a asistir a una reunión para recibir la información más actual sobre el estudio de Pacific Electric (PE ROW) / corredor de la rama oeste de Santa Ana.

SCAG lo alienta a participar en la planificación del proyecto viniendo a obtener más información sobre el progreso de las alternativas del proyecto. Haga preguntas, vea exhibiciones y disfrute de refrescos. ¡Están todos bienvenidos! El contenido que se presentará en cada reunión será idéntico.

LUNES, 27 DE JUNIO, 2011

5:30 – 7:30 pm

Salón principal del Centro Cívico de South Gate

8680 California Avenue, South Gate, CA 90280

MARTES, 28 DE JUNIO, 2011

5:30 – 7:30 pm

The Courtyard Center

12732 Main Street, Garden Grove, CA 92840

Comuníquese con nosotros:

Para obtener más información sobre el estudio, visite: www.pacificelectriccorridor.com o comuníquese con Philip Law, Gerente del Proyecto, llamando al (213) 236-1841 o escribiendo a law@scag.ca.gov



NHÁNH TÂY SANTA ANA

CÁC BUỔI HỌP CỘNG ĐỒNG

XIN MỜI QUÝ VỊ

đến dự buổi Tiếp Đón để được thông tin cập nhật mới nhất của Cuộc Khảo Sát Hành Lang Nhánh Quyền Sử Dụng Đường Xe Lửa Điện Thái Bình Dương (PE ROW) / Tây Santa Ana.

SCAG khuyến khích quý vị tham gia vào việc hoạch định dự án bằng cách đến họp và tìm hiểu về tiến trình của các dự án thay thế. Quý vị có thể nêu thắc mắc, duyệt qua các bảng trình bày, thử qua các món ăn nhẹ của chúng tôi. Chúng tôi xin mời tất cả mọi người! Nội dung trình bày tại các buổi họp này đều giống nhau.

THỨ HAI, NGÀY 27 THÁNG SÁU, 2011,

5:30 chiều – 7:30 tối

South Gate Civic Center Main Hall

8680 California Avenue, South Gate, CA 90280

THỨ BA, NGÀY 28 THÁNG SÁU, 2011,

5:30 chiều – 7:30 tối

The Courtyard Center

12732 Main Street, Garden Grove, CA 92840

Liên Lạc Với Chúng Tôi:

Muốn biết thêm thông tin về cuộc khảo sát và các buổi họp cộng đồng sắp tới, xin viếng thăm: www.pacificelectriccorridor.com hoặc liên lạc với Philip Law, Quản Lý Dự Án theo số (213) 236-1841 hoặc law@scag.ca.gov.

The Pacific Electric Right-of-Way / West Santa Ana Branch Corridor

The Pacific Electric Right-of-Way/West Santa Ana Branch Corridor is a railroad right-of-way that extends for 20 miles between Los Angeles and Orange Counties. The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority and the Orange County Transportation Authority, is conducting a study to explore potential transportation solutions for the corridor that could increase travel choices between the two counties.

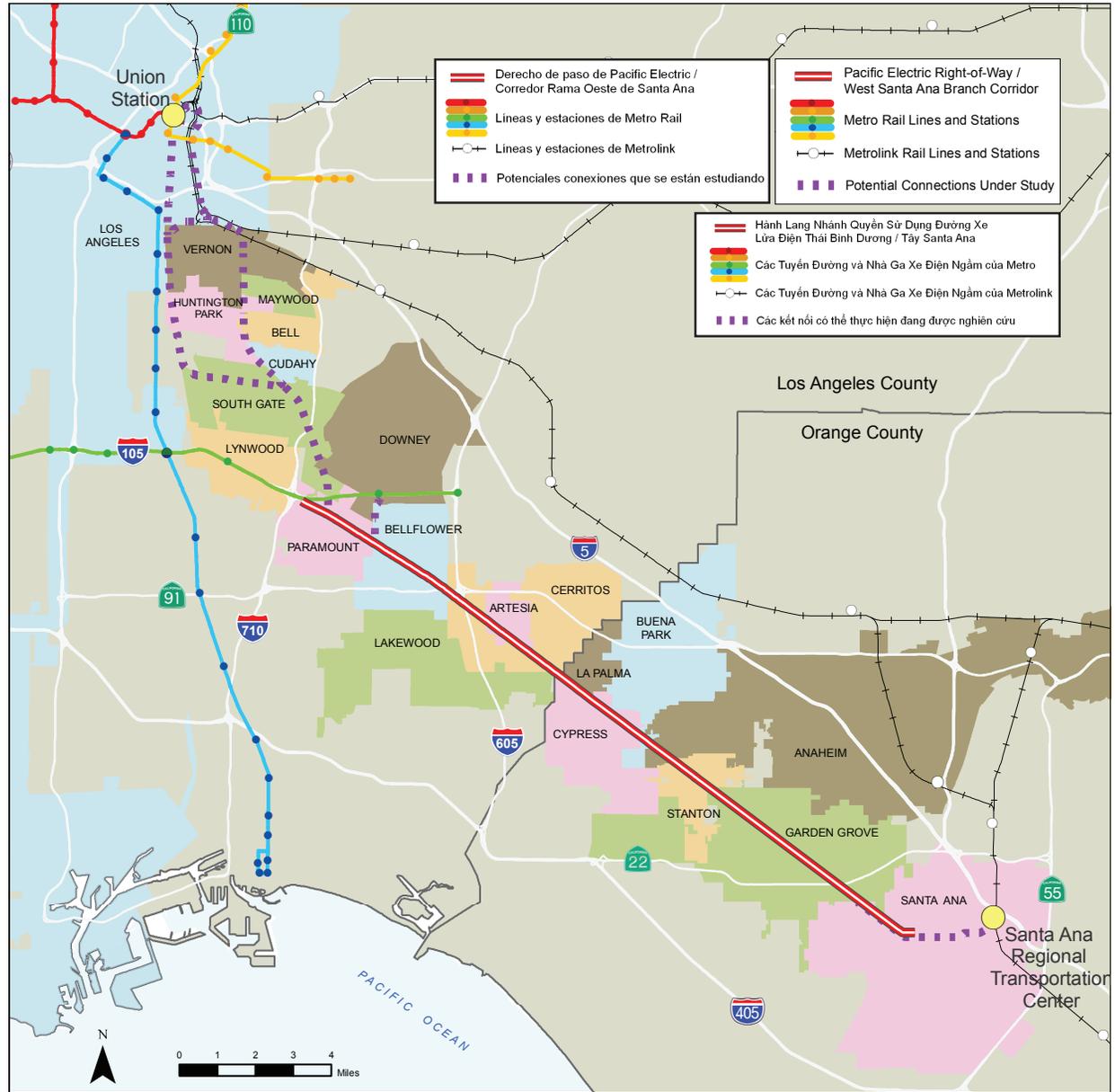
The study examines different transportation options to connect from the Pacific Electric Right-of-Way north to Downtown Los Angeles and Union Station, and south to the Santa Ana Regional Transportation Center.

El derecho de paso de Pacific Electric/corredor de la rama oeste de Santa Ana es un derecho de paso de ferrocarril que recorre 20 millas entre los condados de Los Angeles y Orange. La Asociación de Gobiernos del Sur de California (Southern California Association of Governments) (SCAG, por sus siglas en inglés), en coordinación con las Autoridades de Transporte Metropolitano del Condado de Los Angeles (Los Angeles County Metropolitan Transportation Authority) y las Autoridades de Transporte del Condado de Orange (Orange County Transportation Authority), está realizando un estudio para explorar posibles soluciones de transporte a lo largo de dicho corredor que aumentarían las opciones de viaje entre los dos condados.

El estudio examina diferentes opciones de transporte para conectar el derecho de paso de Pacific Electric al Norte, hacia la zona centro de Los Angeles y Union Station, y hacia el Sur hasta el Centro de Transporte Regional de Santa Ana.

Hành Lang Nhánh Quyền Sử Dụng Đường Xe Lửa Điện Thái Bình Dương / Tây Santa Ana (Pacific Electric Right-of-Way/ West Santa Ana Branch Corridor) là đường xe lửa được quyền sử dụng trải dài khoảng 20 dặm giữa các quận của Los Angeles và Quận Cam (Orange). Hiệp Hội Chính Quyền Miền Nam California (Southern California Association of Governments, hay SCAG), phối hợp với Cơ Quan Vận Chuyển Vùng Nội Đô Quận Los Angeles (Los Angeles County Metropolitan Transportation Authority) và Cơ Quan Vận Chuyển Quận Cam (Orange County Transportation Authority), đang thực hiện cuộc khảo sát để giải quyết các vấn đề vận chuyển có thể gặp cho hành lang nhằm gia tăng lựa chọn di chuyển giữa hai quận.

Cuộc khảo sát giám định các lựa chọn vận chuyển khác nhau để kết nối từ bắc Pacific Electric Right-of-Way đến Nội Đô Los Angeles và Union Station, và nam đến Santa Ana Regional Transportation Center.



Sources: SCAG, TeleAtlas

O:\jobs\4293\Pacific Electric ROW West Santa Ana Branch Corridor\mxd



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, September 14, 2011

City of South Gate
Civic Center/Museum
8680 California Avenue
South Gate, CA 90280
Community Room

Location: next to and in front of the main entrance to City Hall
Parking: on the street or in the front of the main entrance
(signs indicate 2 hours but you can park all evening)
Entrance: please use the back entrance – door will be open

Judith Norman (310) 892-9373 or Michael Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of August 10, 2011 Meeting
- b. Approval of Warrant Register and Treasurer's Report for August 11, 2011 through September 14, 2011

End of Consent Calendar

5. Public Comments

Those who are wishing to present public comments are restricted to non-agendized items only.

6. Update and/or Action Regarding Presentation by Nancy Michali. AECOM, Regarding Latest Information on the SCAG Pacific Electric Right-of-Way Alternative Analysis

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly 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
Council Member
City of Glendale

Vice Chairman

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City of Downey

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Maria Davila
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Mike McCormick
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Auditor

Scott A. Larsen
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Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7



OLDA

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Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7

7. Approval of Updated Statement of Qualifications (SOQ) List of Transportation Vendors and Consultants
8. Approval of Project Award for Cerritos, Cudahy, Downey, South Gate and Santa Clarita Member Projects as part of the Cerritos Transportation Land Use Federal Grant
9. Update and/or Action Regarding Transportation, Land Use and Transit-Oriented Development
10. Communication Items to the Board
11. Communication Items from the Board
12. Adjournment

NEXT MEETING: October 12, 2011 – South Gate

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



OLDA

Item 6

AGENDA REPORT

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California. The Authority is composed of the following public agencies:

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Michael R Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans, District 7

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: September 14, 2011

SUBJECT: **UPDATE AND/OR ACTION REGARDING PRESENTATION BY NANCY MICHALI, AECOM, REGARDING LATEST INFORMATION ON THE SCAG PACIFIC ELECTRIC RIGHT-OF-WAY ALTERNATIVE ANALYSIS**

SCAG, under direction of Rich Macias and Philip Law and its project consultants, led by Nancy Michali of AECOM, have been working on the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternative Analysis.

The study area includes cities and communities between Santa Ana/Anaheim, Cerritos and Downtown Los Angeles and connections north to Santa Clarita.

Earlier this year, a set of final alternatives were selected for further study. This included:

- No Build
- Transportation Systems Management
- Bus Rapid Transit
- Streetcar
- Light Rail Transit
- Low Speed Maglev

SCAG and its consultants are in the process of evaluating these alternatives and then will present results in a final series of public meetings. SCAG anticipates forwarding study conclusions to the Los Angeles County Metropolitan Transportation Authority and Orange County Transportation Authority in early 2012.

Philip Law and Nancy Michali will give us an update on the project and provide more detailed information on the low speed maglev methodology. They will also provide an update on next steps, project issues and project timeline.

RECOMMENDATION

It is recommended that the Board:

1. Discuss the information presented and provide direction to staff; and/or
2. Receive and file this report.



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, October 12, 2011

City of South Gate
Civic Center/Museum
8680 California Avenue
South Gate, CA 90280
Community Room

Location: next to and in front of the main entrance to City Hall

Parking: on the street or in the front of the main entrance
(signs indicate 2 hours but parking is allowed all evening)

Entrance: please use the back entrance – door will be open

Judith Norman (310) 892-9373 or Michael Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of Wednesday, September 14, 2011 Meeting
- b. Approval of Warrant Register and Treasurer's Report for September 15, 2011 through October 12, 2011

End of Consent Calendar

5. Public Comments

Those who are wishing to present public comments are restricted to non-agendized items only.

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California? The Authority is composed of the following public agencies:

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General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7



OLDA

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Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

6. Southern California Association of Governments (SCAG) Overall Work Program (OWP) and Regional Transportation Program (RTP); Presentation: Rich Macias, Director of Planning
7. Update and/or Action re: Southern California Association of Governments (SCAG) Compass Grants
8. Update and/or Action re: Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis
9. Transit Oriented Development (TOD) Opportunities; Presentation: Vince Daly, Principal of The Daly Group Inc.
10. Update and/or Action re: City of Southgate Caltrans Environmental Justice (EJ) Project
11. Update and/or Action re: on Antelope Valley Line
12. Communication Items to the Board
 - a. LOSSAN Support Letter
 - b. Downey Beat Article on OLDA
13. Communication Items from the Board
14. Adjournment

NEXT MEETING: November 9, 2011 – City of Downey

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



OLDA

AGENDA REPORT ITEM #10

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California? The Authority is composed of the following public agencies:

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

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: October 12, 2011

SUBJECT: **UPDATE AND/OR ACTION RE: CITY OF SOUTH GATE CALTRANS ENVIRONMENTAL JUSTICE (EJ) PROJECT**

The City of South Gate/OLDA Southern Corridor Community Impacts Opportunity Assessment Environmental Justice Transportation Planning Grant FY 2010-2013 project is progressing.

In late August, OLDA staff, Mike Kodama and Judith Norman met with Maria Davila, Mayor of the City of South Gate, Andy Molina, the Vice Mayor of the City of Huntington Park, and Alvie Betancourt, the City of South Gate project manager to discuss project approach and planned activities. OLDA staff provided an overview and update on the project to the South Gate and Huntington Park City Councils. Both cities expressed support for the project.

OLDA staff also met with Philip Law, SCAG and Nancy Michali, AECOM to ensure coordination and consistency of project messages relative to the PE ROW Alternatives Analysis being conducted by SCAG.

Judith Norman will provide day-to-day management and oversight of the project and will take the lead on the public and opinion leader outreach effort. Near-term plans include conducting interviews of opinion leaders within the project area (e.g. elected officials, business leaders, etc.) for the purposes of documenting collective community priorities for the project (i.e., land-use, TOD, economic development, etc.), and raising the level of overall understanding of and/or interest in the project. OLDA staff will be seeking referrals from OLDA members in the project area to participate in the interviews. Public involvement activities and events will begin in January 2012.

RECOMMENDATION

It is recommended that the Board:

1. Discuss the information presented, provide direction to staff and/or take action; and
2. Receive and file this report.

Chairman

Frank Quintero
Council Member
City of Glendale

Vice Chairman

Luis H. Marquez
Mayor
City of Downey

Secretary

Maria Davila
Mayor
City of South Gate

Treasurer

Michael McCormick
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City of Vernon

Auditor

Scott A. Larsen
Mayor
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, November 9, 2011

Columbia Memorial Space Center
12400 Columbia Way
Downey CA 90242

Directions: Lakewood Blvd. exit of the 105 freeway
One block north of Imperial Highway, east of Lakewood Blvd.
Parking available in front of the main entrance

For those interested Space Center Tour available 15 minutes prior to the Board meeting

Judith Norman (310) 892-9373 or Michael Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of Wednesday, October 12, 2011 Meeting
- b. Approval of Warrant Register and Treasurer's Report for October 12, 2011 through November 9, 2011

End of Consent Calendar

5. Public Comments
Those presenting public comments are restricted to non-agendized items only.
6. Southern California Association of Governments (SCAG) Compass Program; Presentation: Marco Anderson, Regional Planner
7. Update and/or Action re: OLDA Name Change

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Executive Director

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Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7



OLDA

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Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

8. Update and/or Action re: Transportation Land Use (TLU) Grant; Presentation: Torrey Contreras, Community Development Director, City of Cerritos
9. Update and/or Action re: Southern California Association of Governments (SCAG) Regional Transportation Program (RTP)
10. Update and/or Action re: SCAG PE ROW Alternatives Analysis
11. Update and/or Action re: Antelope Valley Line
12. Update and/or Action re: Transit Oriented Development (TOD) Funding
13. Update and/or Action re: LOSSAN Governance Structure
14. Communication Items to the Board
15. Communication Items from the Board
16. Adjournment

NEXT MEETING: December 14, 2011 – City of Downey

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



OLDA

Item 10

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: November 9, 2011

SUBJECT: **UPDATE AND/OR ACTION RE: SCAG PACIFIC ELECTRIC RIGHT-OF-WAY/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS**

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California. The Authority is composed of the following public agencies:

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

The OLDA Board working session with SCAG and AECOM is going to be delayed until the February, 2012 OLDA Board meeting in Glendale. Technical and steering committee meetings have also been delayed. There are still a lot of complex and technical issues that still need to be worked out. SCAG, MTA, OCTA, OLDA and the AECOM project team are working together on these issues.

The alternative analysis will include information related to no project, transportation systems management (TSM), bus rapid transit (BRT), streetcar, light rail and low-speed maglev. Attached are maps that show the BRT Alternatives and rail alternatives. The rail alternatives include East bank of the Los Angeles River, West bank of the Los Angeles River and the Southern alignment into Orange County.

OLDA staff received a copy of a letter from Central City East Association supporting the West Bank Alternative 3 option (see attached).

RECOMMENDATION

It is recommended that the Board:

1. Discuss the information presented and/or take action; and
2. Receive and file this report.

Chairman

Bruce Barrows
Councilmember
City of Cerritos

Vice Chairman

Frank Quintero
Councilmember
City of Glendale

Secretary

Maria Davila
Mayor
City of South Gate

Treasurer

Mike McCormick
Mayor Pro Tem
City of Vernon

Auditor

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City of Bellflower

Executive Director

Michael R Kodama

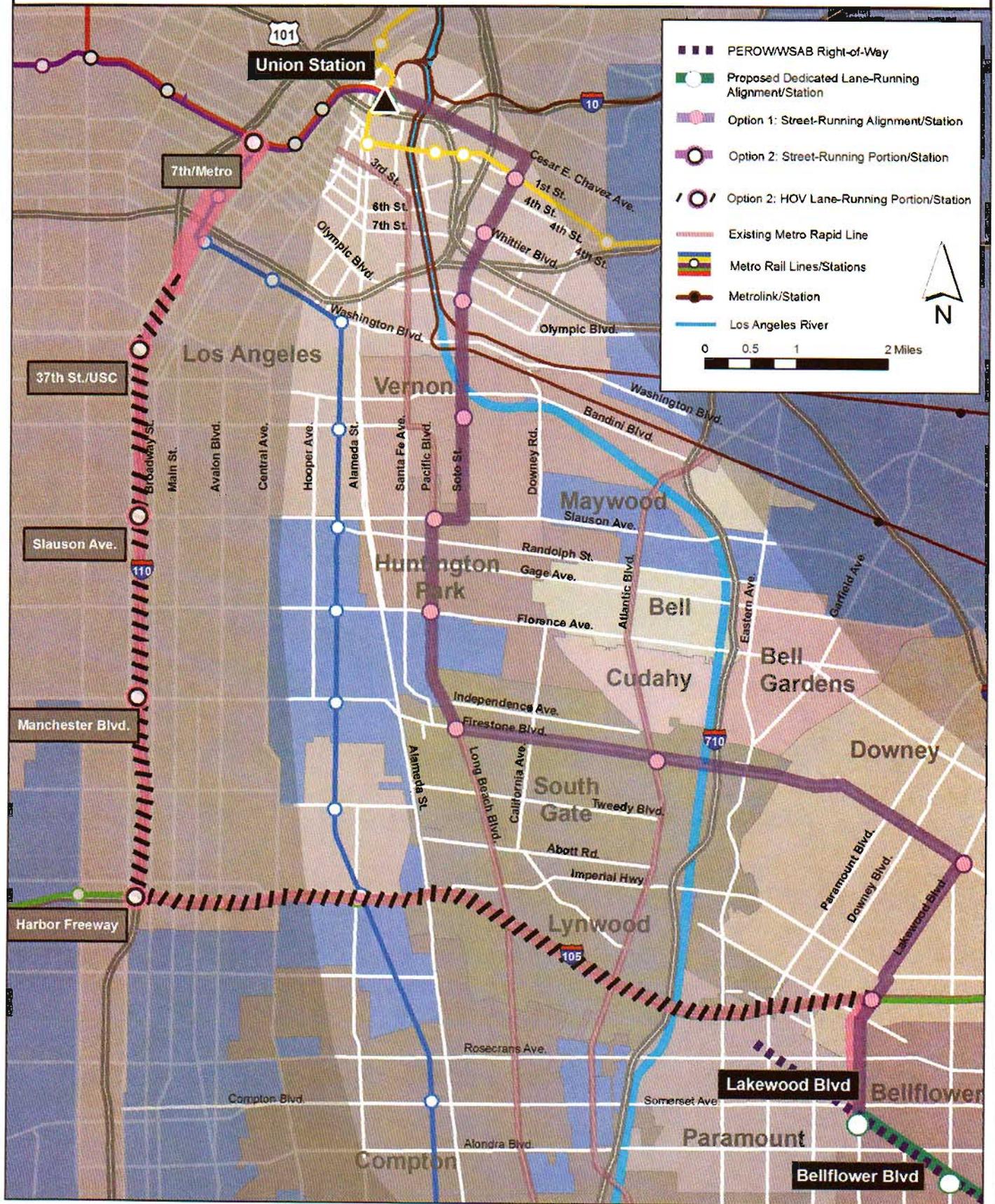
General Counsel

Sandra J. Levin

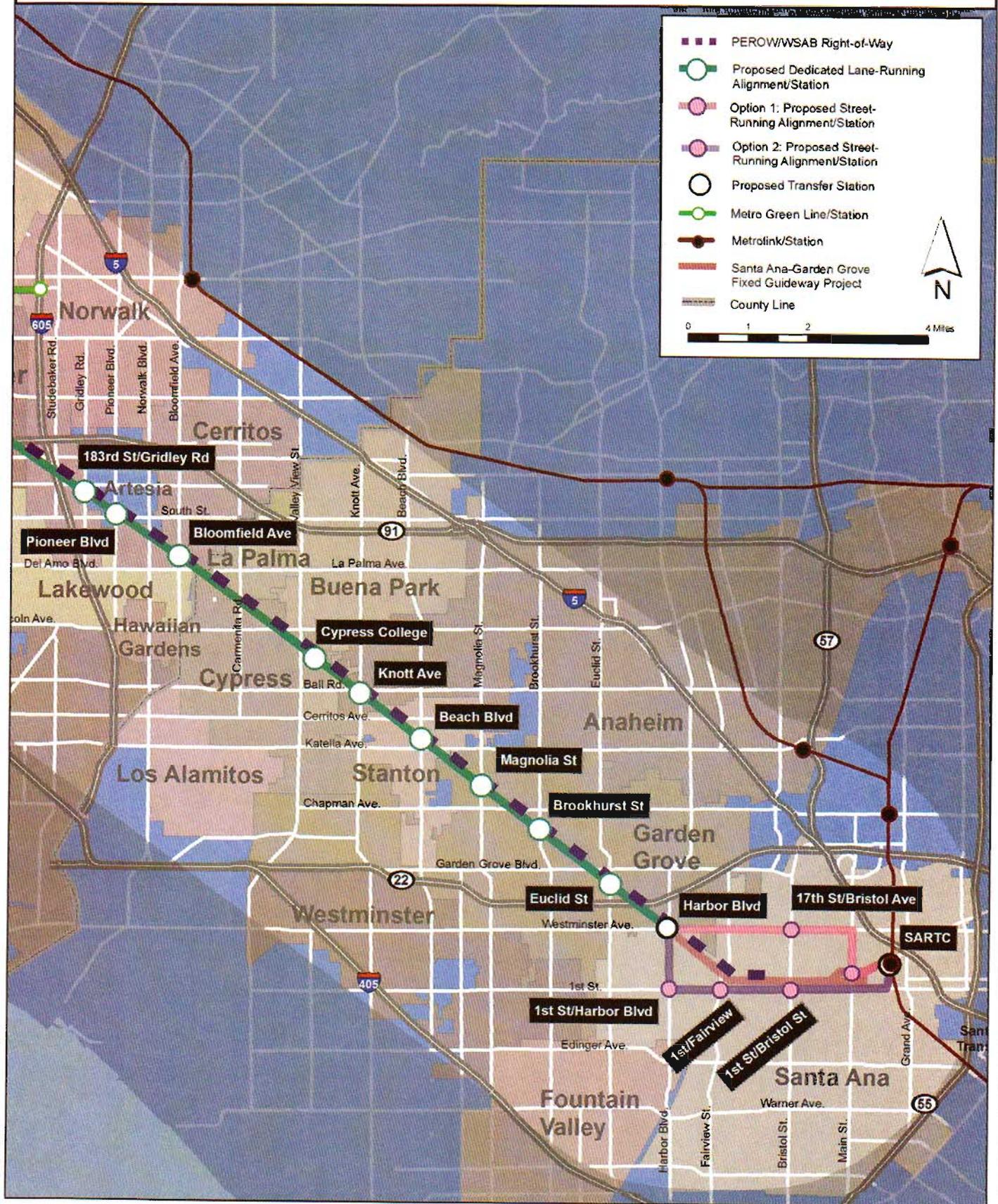
Ex-Officio

James McCarthy
Caltrans, District 7

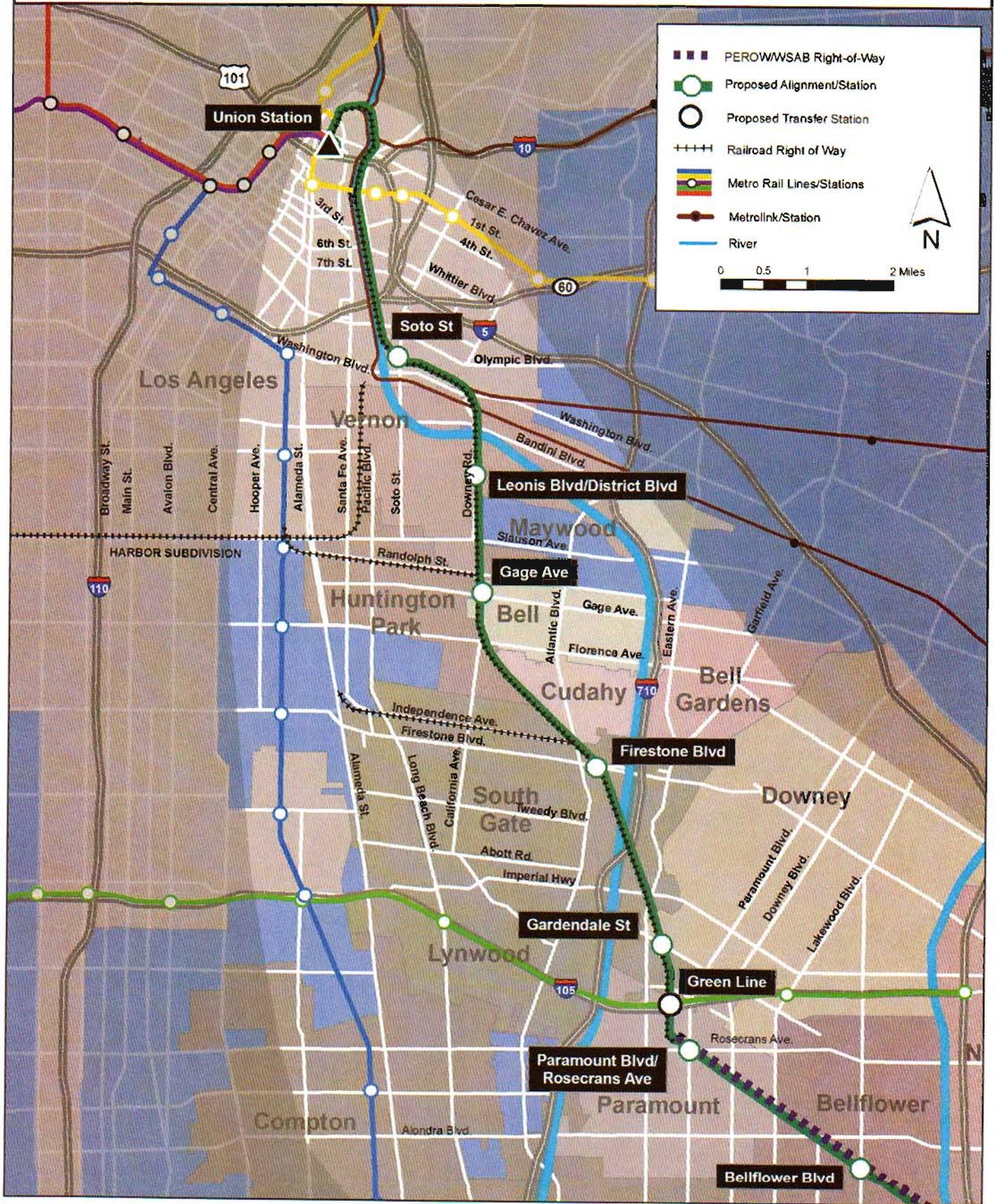
BRT Alternatives Northern Alignments



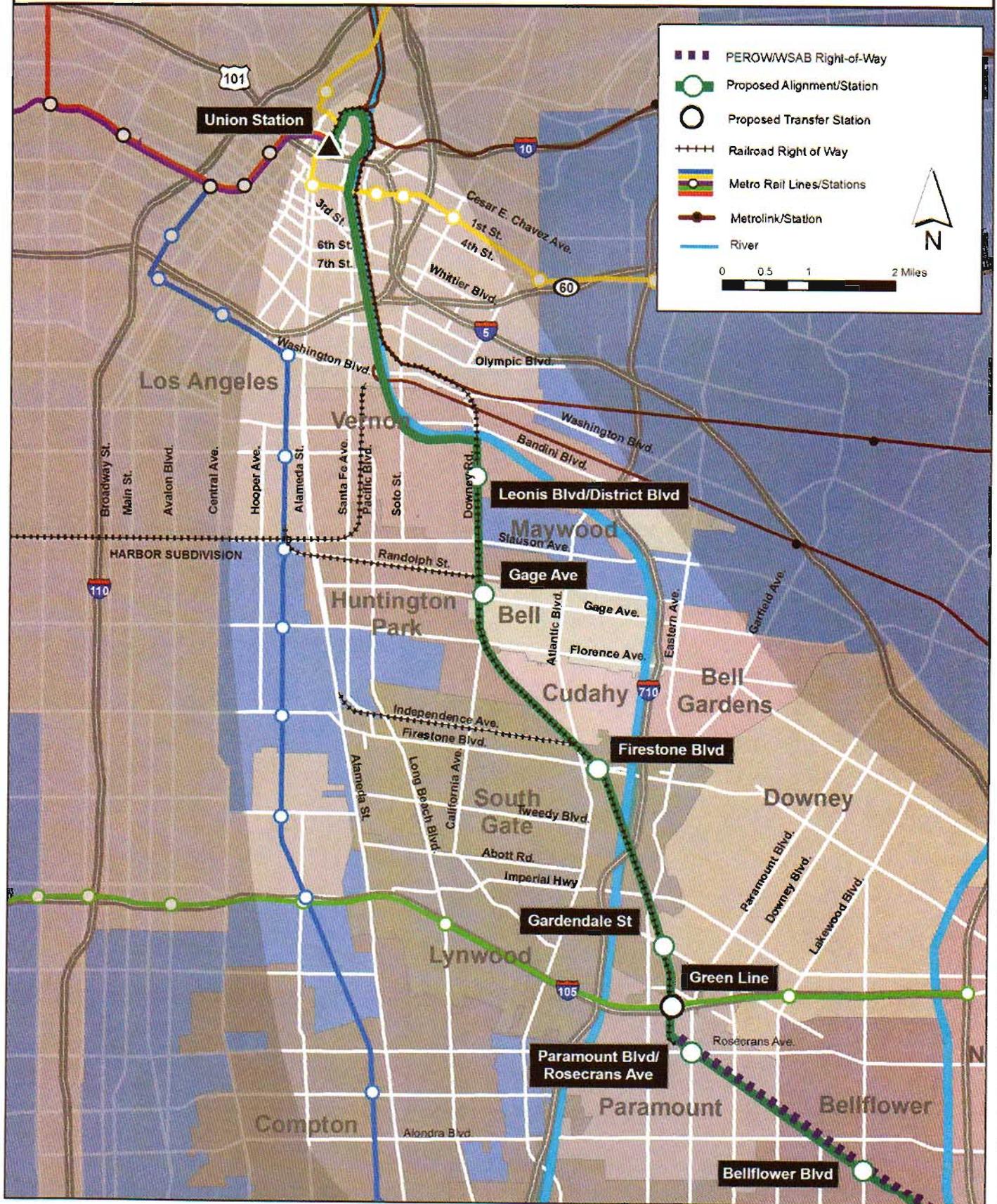
BRT Alternative Southern Alignments



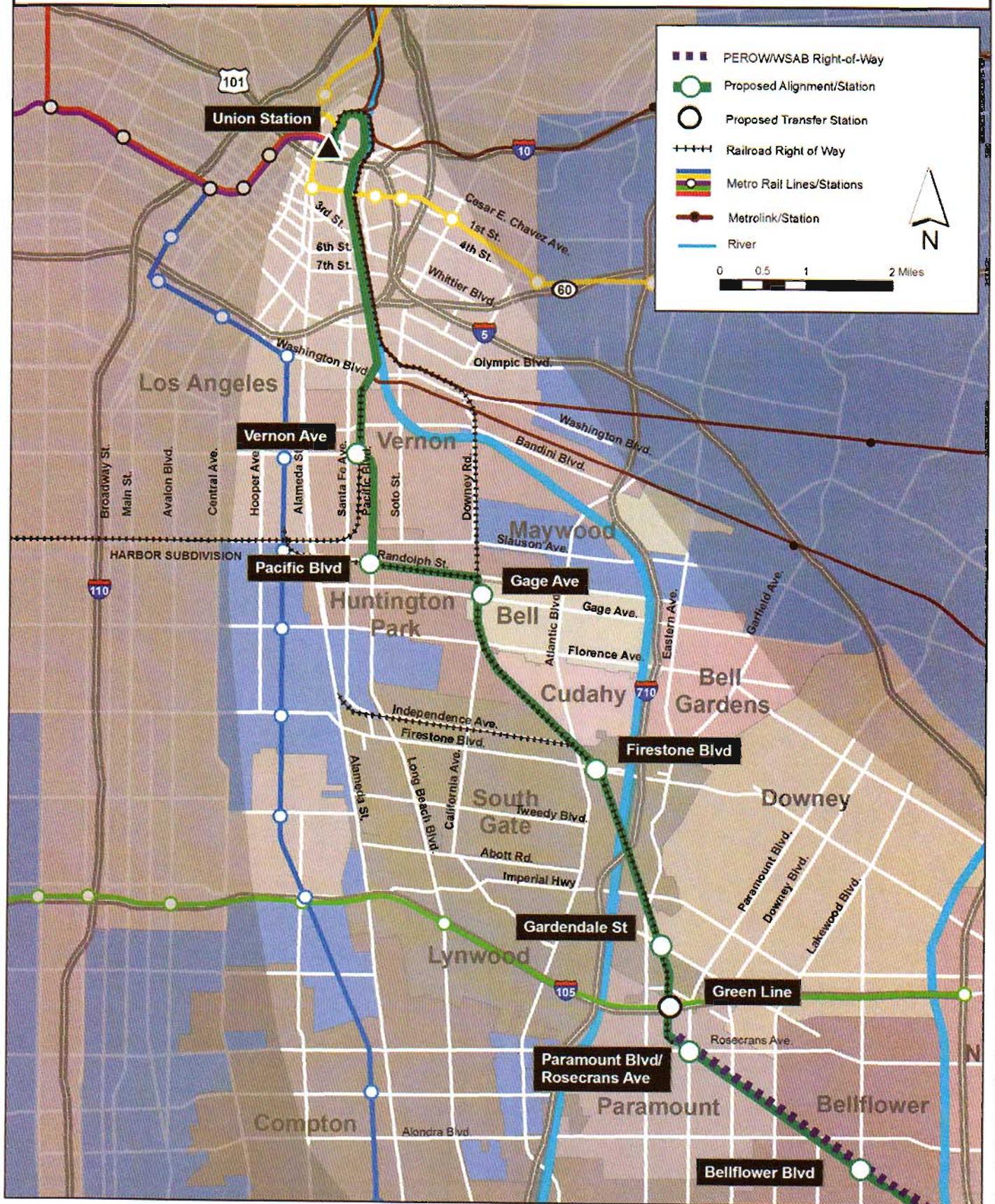
East Bank Alternative



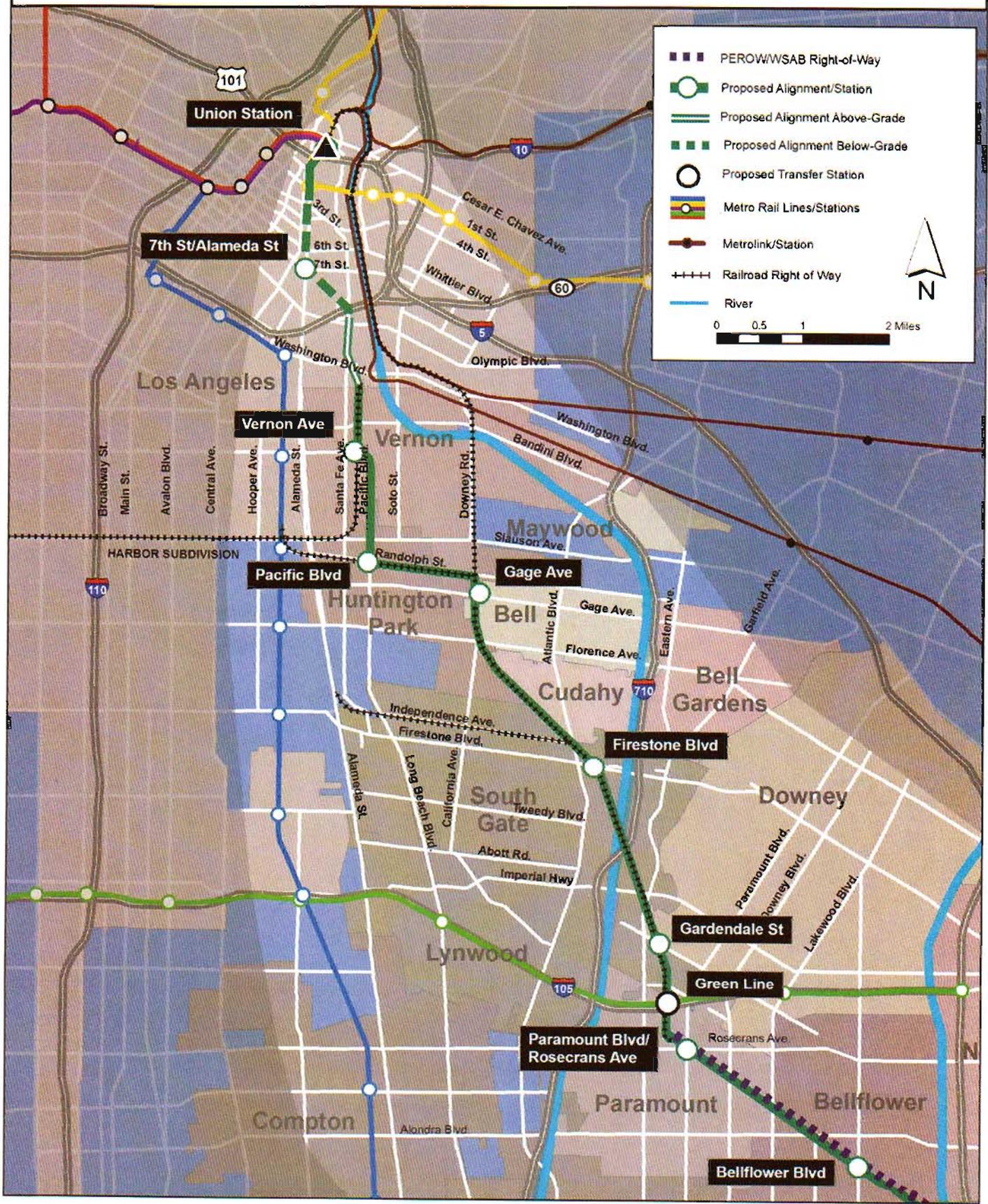
West Bank Alternative 1



West Bank Alternative 2



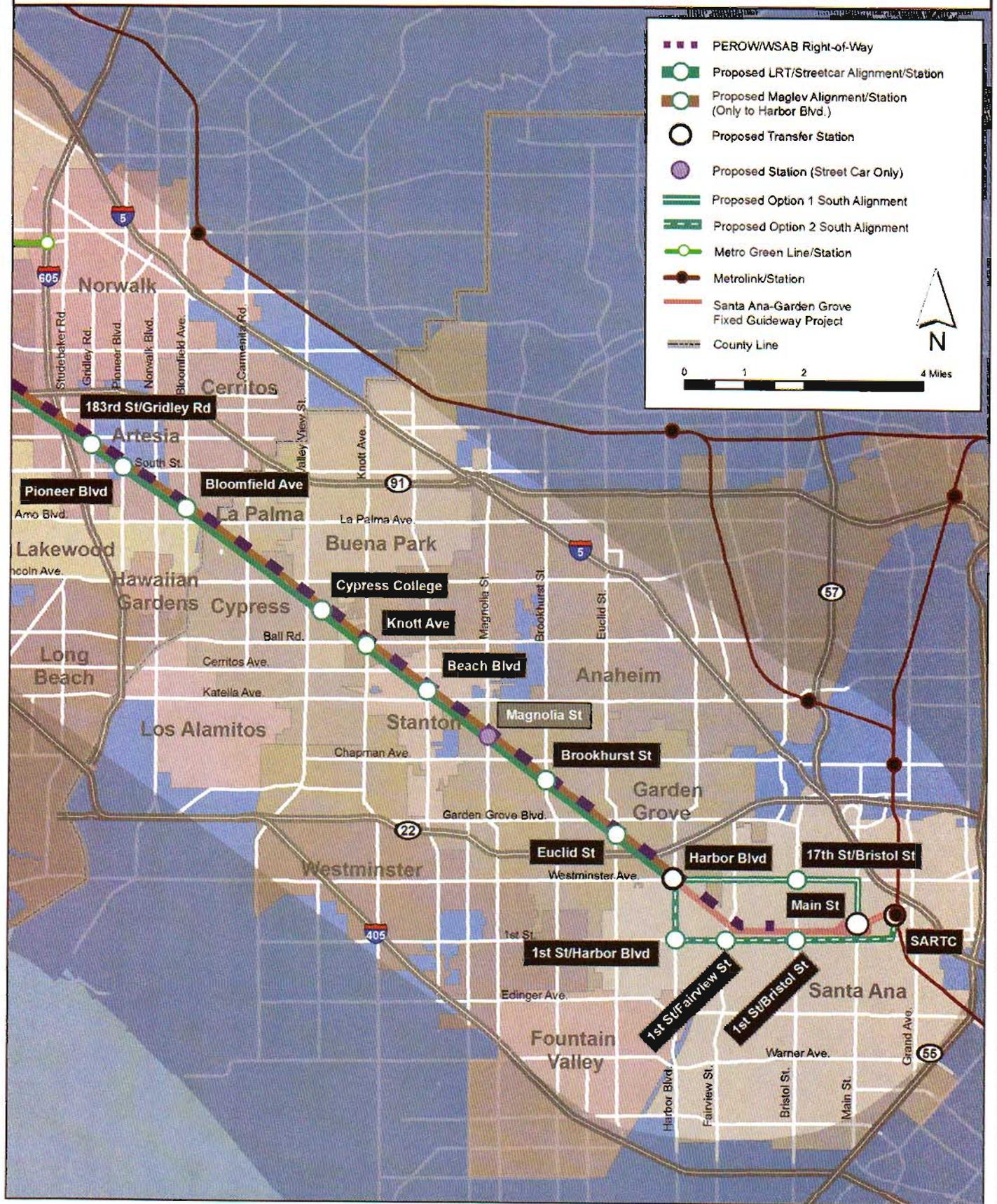
West Bank Alternative 3



- PEROW/WSAB Right-of-Way
- Proposed Alignment/Station
- Proposed Alignment Above-Grade
- - - Proposed Alignment Below-Grade
- Proposed Transfer Station
- Metro Rail Lines/Stations
- MetroLink/Station
- Railroad Right of Way
- River

0 0.5 1 2 Miles

Guideway Alternatives: Southern Alignments



Central City East Association

CCEA

Business Improvement Districts

- Arts District
- Los Angeles Downtown Industrial District



Board of Directors

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Paul Vert
Young's Market Company

Vice-Chair/Secretary

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Los Angeles Cold Storage

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Ore-Cal Corporation

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Matt Klein
Factory Arts Complex

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Peterson/Tansey

Richard Meruelo
Alameda Produce Market Inc.

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Divine Pasta

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Charlie Woo
Mega Toys

Executive Director
Estela Lopez

Managing Director
Raquel King

Director of Operations
Steve Keyser

Deputy Director
of Operations
Fred Faustino

Executive Assistant
Herlinda Chico

October 11, 2011

Diane DuBois
Second Vice Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Hasan Ikhata
Executive Director
Southern California Association of Governments (SCAG)
818 W. 7th St., 12th Floor
Los Angeles, CA 90017

Dear Ms. DuBois and Mr. Ikhata:

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 7th & Alameda.

A station at 7th & 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 (7th & Metro station), the Regional Connector (2nd & Central), the Los Angeles Greyhound Station at 7th & 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 7th & 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 7th 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 7th & 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.

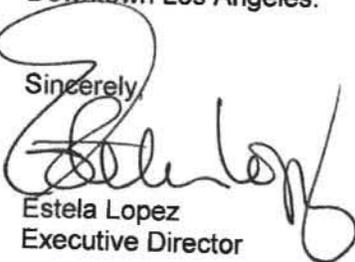
Lastly, CCEA would argue that a station at 7th & Alameda truly would pay for itself in economic impact. Valuable industrial land in this area has seen no significant private investment in job-creating uses for more than fifteen years. The current generation of users are unable to expand, and are being 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 2nd & Central, approximately a half-mile from 7th & 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 2nd 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 7th 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,

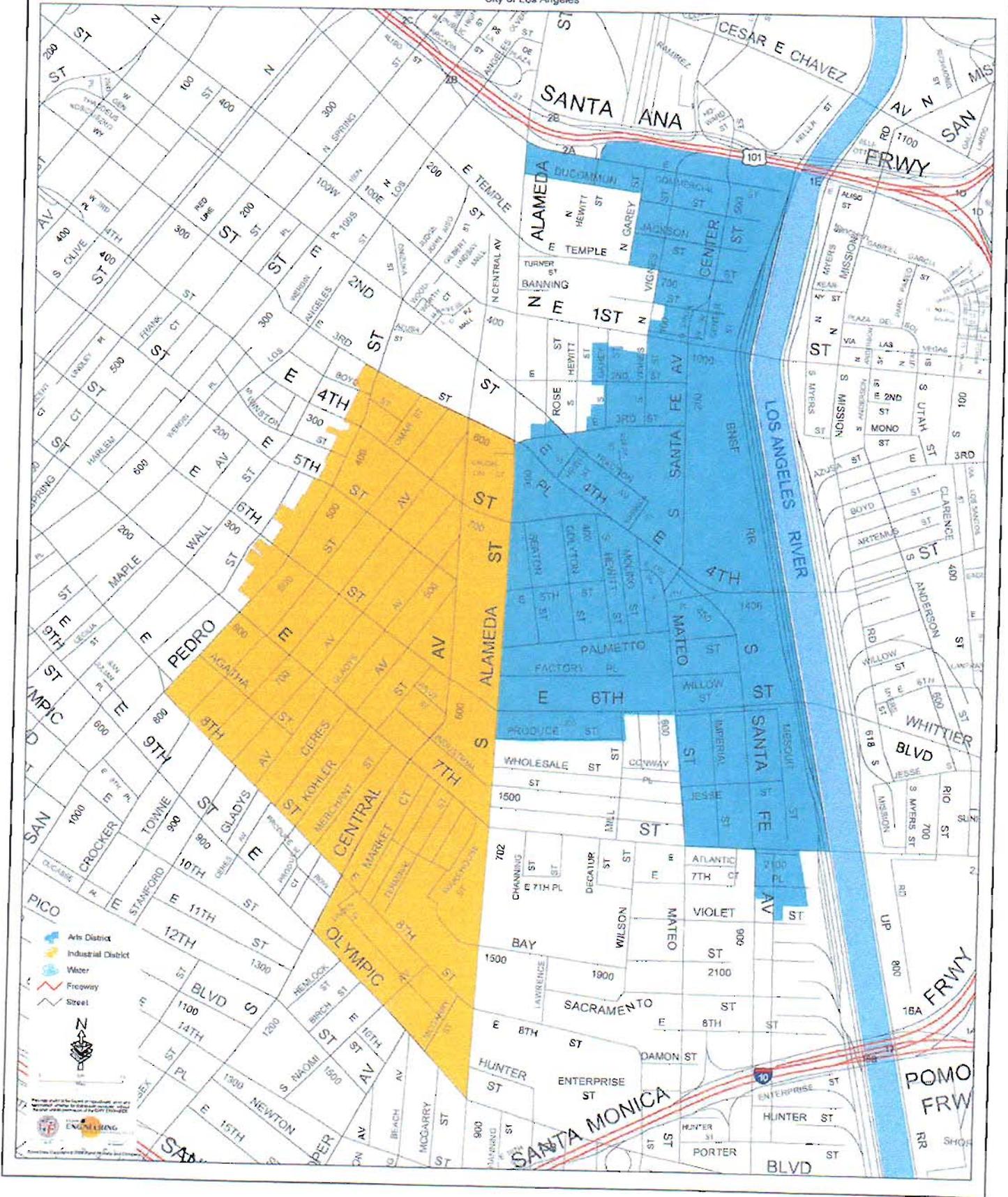


Estela Lopez
Executive Director

- cc. The Honorable Antonio Villaraigosa, Mayor
The Honorable José Huizar, Councilmember, 14th District
The Honorable Jan Perry, Councilmember, 9th 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





OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, January 11, 2012

City of Glendale
Fire Station 21
421 Oak St., Glendale, CA 91204
Community Room – Second Floor

Parking: Across the street at the Glendale Galleria

Judith Norman (310) 892-9373 or Michael Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of Wednesday, December 14, 2011 Meeting
- b. Approval of Warrant Register and Treasurer's Report for December 14, 2011 through January 11, 2012

End of Consent Calendar

5. Public Comments

Those presenting public comments are restricted to non-agendized items only.

6. Los Angeles Metropolitan Transportation Authority (Metro) Transit Oriented Development (TOD) Program; Overview: Jenna Hornstock Gulager, Deputy Executive Officer, Metro Countywide Planning & Development
7. Update and/or Action re: OLDA Mid-Year Budget

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California. The Authority is composed of the following public agencies:

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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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Frank Quintero
Council Member
City of Glendale
Commissioner
Burbank Glendale Pasadena
Airport Authority

Vice Chairman

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Mayor
City of Downey

Secretary

Maria Davila
Mayor
City of South Gate

Treasurer

Michael McCormick
Council Member
City of Vernon

Auditor

Scott A. Larsen
Mayor
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Officio

James McCarthy
Caltrans District 7



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Mayor
City of Belflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans District 7

8. Update and/or Action re: Southern California Association of Governments (SCAG) Regional Transportation Plan
9. Communication Items to the Board
 - a. Southern Corridor Caltrans Environmental Justice (EJ) Grant Workshop
10. Communication Items from the Board
11. Adjournment

NEXT MEETING: February 8, 2012 – City of Glendale

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



OLDA

AGENDA REPORT ITEM #9

OLDA is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California. The Authority is composed of the following public agencies:

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

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: January 11, 2012

SUBJECT: Southern Corridor Caltrans Environmental Justice (EJ) Grant Workshop

BACKGROUND

The City of South Gate/OLDA Environmental Justice (EJ) study continues to progress. A number of study outreach activities are planned to be undertaken throughout the first half of 2012 to ensure involvement and participation in the EJ project area. This includes OLDA board members, city staff, local businesses, community-based organizations and the general public.

As an element of the study, the OLDA project study team plans to conduct a workshop with OLDA Board members to discuss and document community-specific perspectives related to the OLDA project such as current planning and development initiatives, opportunities for transit oriented development, jobs creation, and community transportation needs, etc. The workshop, originally scheduled for late January, will be delayed until late February or early March, 2012 to meet OLDA planning objectives. OLDA Executive Director will facilitate the workshop and the project team will work with members in the project area to schedule the workshop in late-February or in early March 2012.

RECOMMENDATION

It is recommended that the Board:

1. Discuss the information presented and/or take action; and
2. Receive and file this report.

Chairman

Frank Quintero
Council Member
City of Glendale
Commissioner
Burbank Glendale Pasadena
Airport Authority

Vice Chairman

Luis H. Marquez
Mayor
City of Downey

Secretary

Maria Davila
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Michael McCormick
Council Member
City of Vernon

Auditor

Scott A. Larsen
Mayor
City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans District 7



OLDA

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City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, May 9, 2012
Gateway Cities Council of Governments (COG)
16401 Paramount Boulevard
Paramount, California 90723

Judith Norman (310) 892-9373 or Michael Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of Wednesday, April 11, 2012 Meeting
- b. Approval of Warrant Register and Treasurer's Report for April 11, 2012 through May 9, 2012

End of Consent Calendar

5. Public Comments

Those presenting public comments are restricted to non-agendized items only.

6. Update and/or Action re: SCAG PE-ROW/West Santa Ana Branch Corridor Alternatives Analysis Board Workshop: Revised Draft Alternatives Analysis Report
7. Update and/or Action: Metro 30/10 Forecast and Transit Funding
8. Update and/or Action re: Preview of OLDA FY2012-13 Budget



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:

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Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

9. Communication Items to the Board
10. Communication Items from the Board
11. Adjournment

NEXT MEETING: June 13, 2012 – City of Santa Clarita

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



OLDA

AGENDA REPORT ITEM #6

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:

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Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: May 9, 2012

SUBJECT: Update and/or Action re: SCAG PE-ROW/West Santa Ana Corridor Alternatives Analysis Board Workshop: Revised Draft Alternatives Analysis Report

BACKGROUND

SCAG is leading the effort on the Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternative Analysis.

ISSUES

SCAG presented the latest version of the Alternative Analysis to the Technical Advisory Committee (TAC), Steering Committee and SCAG Transportation Committee. SCAG anticipates conducting community workshops from May 15 – 24, 2012, in the cities of Santa Ana, Garden Grove, Buena Park, Little Tokyo, Bellflower and South Gate.

SCAG in coordination with the Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Gateway Cities Council of Governments and OLDA. SCAG and the lead consultant, AECOM are nearing completion of the Alternative Analysis. The Final Set of Alternatives include:

1. No Build
2. Transportation Systems Management
3. Bus Rapid Transit
4. Streetcar
5. Light Rail Transit
6. Low Speed Maglev

OLDA has been working with these transportation agencies to conduct and refine the final screening evaluation documents.

SCAG and AECOM will lead the OLDA Board workshop, discuss key issues and seek input from the OLDA Board members.

SCAG anticipates taking input, then finalizing the AA for consideration by SCAG and then Metro and OCTA later this year.



OLDA

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Council Member

City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

RECOMMENDATION

It is recommended that the Board:

1. Discuss the information presented and/or take action; and
2. Receive and file this report



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, June 13, 2012

City of Santa Clarita
City Hall, Century Room #150
23920 Valencia Boulevard, Santa Clarita CA 91355

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Airport Authority

Judith Norman (310) 892-9373 or Michael Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of Wednesday, May 9, 2012 Meeting
- b. Approval of Warrant Register and Treasurer's Report for May 9, 2012 through June 13, 2012

End of Consent Calendar

5. Public Comments
Those presenting public comments are restricted to non-agendized items only.
6. Presentation by Marsha McLean re: Transit Oriented Development (TOD) in Santa Clarita
7. Report by Mark Hardymont, Bob Hope Airport and/or possible Action regarding Bob Hope Airport
8. Approve OLDA FY2012-13 Budget

Chairman

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Caltrans, District 7



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Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

9. Update and/or Action re: Preliminary Assessment of Caltrans Environmental Justice (EJ) Issues
10. Update and/or Action re: SCAG PE-ROW/West Santa Ana Branch Corridor Alternatives Analysis
11. Update and/or Action: Metro 30/10 Forecast and Transit Funding
12. Annual Nomination of OLDA Executive Board Members at July Board Meeting
13. Approve Extension of Name/Logo Contest Deadline to September 30, 2012
14. Communication Items to the Board
15. Communication Items from the Board
16. Adjournment

NEXT MEETING: July 11, 2012 – Santa Clarita

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



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Ex-Oficio

James McCarthy
Caltrans, District 7

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 13, 2012

SUBJECT: UPDATE AND/OR ACTION RE: PRELIMINARY ASSESSMENT OF CALTRANS ENVIRONMENTAL JUSTICE (EJ) ISSUES

ISSUE

Overall, the study meetings and presentations have been very useful in identifying community issues related to the project. Collectively, EJ community stakeholders have expressed considerable interest and excitement about the OLDA project, and believe that the project is needed and long overdue. They specifically want to be part of the regional rail system that connects them to opportunities and provides benefits in the corridor and the region. Issues and questions raised included:

- Station locations: how they are determined and their potential benefit to the community
- Economic opportunities for local businesses
- Job creation potential of the system and related improvements
- Provides connections to colleges and universities outside of the area
- Potential cost of project to individual cities/taxpayers – they are very concerned about the transit fare and cost to use the service
- Impacts to environment and air quality for communities
- Potential impacts to homes and values within the project area
- Value of alternatives being considered to those cities not having stations
- Timetable for completion of the project

BACKGROUND

OLDA staff has been working on the Caltrans Environmental Justice Project. OLDA Staff has met with many community stakeholders in the EJ area and has solicited their input for the OLDA Project and the SCAG Alternative Analysis.

Environmental Justice is an important element of the transportation decision making process that focuses on fairness toward disadvantaged populations and how to include these populations in the decision making process. A key part of this program is to ensure who pays and who benefits and does the system address the needs of the community in a fair and equitable manner.

The City of South Gate/OLDA Southern Corridor Community Impacts Opportunity Assessment Environmental Justice (EJ) Transportation Planning study project outreach effort is nearing completion. The study outreach effort was designed to ensure meaningful involvement of all people within the study EJ communities with respect to the development and implementation of the OLDA transit corridor project.



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- City of Huntington Park
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Sandra J. Levin

Ex-Oficio

James McCarthy
Caltrans, District 7

Commencing in February 2012, OLDA staff proceeded to schedule and conduct focused group discussions for residents of the study area, and community roundtable meetings and project presentations for businesses, community-based organizations and groups, as well as, the public-at-large. Over the last several months, OLDA staff has worked successfully with members of the community to conduct outreach sessions in the cities of South Gate, Huntington Park, Bell, Maywood, Cudahy, Bell Gardens for the purposes of:

- Introducing OLDA project and project alternatives under consideration in the corridor;
- Facilitating discussion of the views and preferences of businesses, community leaders and organizations, and residents;
- Documenting collective community priorities and opinions about the project; and
- Raising the level of overall community interest, understanding and participation in the development of the OLDA project.

OLDA staff worked closely with SCAG AA study staff to ensure that information provided to the EJ communities was accurate and consistent, including promoting attendance at the SCAG PE/ROW Alternatives Analysis study meetings conducted by AECOM in May 2012.

In community discussions, participants overwhelmingly are more interested in the regional rail and guideway alternative and believe that buses are a valuable local connector. They expressed almost no interest in the no build, TSM or bus option and believe that they deserve the same considerations as the rest of the county. Many of the participants questioned OLDA staff regarding previous promises and do not trust the regional transportation decision makers. They want to make sure that this time, the local communities, cities and OLDA are included and respected as part of the decision making process and ensure adherence to environmental justice principles.

The study dialogue conducted within the EJ communities provides a basis for understanding of community priorities and preferences related to the development of project-related goals, objectives and the strategies to accomplish the transit corridor project.

OLDA staff will be drafting the outreach and stakeholder involvement report in upcoming months.

RECOMMENDATION

It is recommended that the Board:

1. Discuss the information presented, provide direction to staff and/or take action; and
2. Receive and file this report.



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:

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James McCarthy
Caltrans, District 7

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: June 13, 2012

SUBJECT: **UPDATE AND/OR ACTION RE SCAG PE-ROW/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS**

ISSUE

OLDA staff seeks input and direction from the OLDA Board regarding AA report recommendations

BACKGROUND

The Southern California Association of Governments (SCAG) and AECOM are nearing completion of the West Santa Ana Branch/PE ROW Alternative Analysis (AA). Findings from the AA study clearly identified that development of an effective transit system is imperative to meet the future mobility needs of the Corridor resident and businesses. The proposed project will provide vital linkages within and beyond the corridor.

The study indicates that there is a high level of transit demand in the corridor and that the ridership potential is so high that it exceeds the capacity of several modal alternatives.

The final Technical Advisory Committee meeting is on Tuesday, June 12, 2012 at 1:30 pm in the City of Cerritos. The final Steering Committee Meeting is scheduled for Wednesday, June 20, 2012 at 3:00pm at Metro in the Union Station Conference Room on the 3rd Floor. OLDA anticipates discussions regarding technology, modal options, and alignment options.

Recommendations from these meetings will be incorporated into the study and presented first to SCAG and then to both Metro and OCTA for their consideration.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented; and/or
2. Receive and file this report



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, July 11, 2012

City of Santa Clarita
City Hall, Century Room #150
23920 Valencia Boulevard, Santa Clarita CA 91355

Judith Norman (310) 892-9373 or Michael R Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

A G E N D A

Public comments on items on the agenda will be taken at the time the item is called and are limited to 5 minutes per speaker

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board Member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Meeting Minutes of Wednesday, June 13, 2012 Meeting
- b. Approval of Warrant Register and Treasurer's Report for June 13, 2012 through July 11, 2012

End of Consent Calendar

5. Presentation by Supervisor Michael Antonovich (invited)
6. Public Comments
7. Annual Appointments to the Offices of Chair, Vice Chair, Secretary, Treasurer and Auditor
8. Report and/or Possible Action Regarding MTA Regional Rail Program: presentation by Don Sepulveda (invited)

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Caltrans, District 7



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James McCarthy

Caltrans, District 7

9. Update and/or Action Regarding OLDA/Metro TOD II Funding Agreement
10. Update and/or Action Regarding OLDA/Metro TOD III Grant Program
11. Approval of OLDA Contract Labor Consulting Services for: Karen Heit, Judith Norman, Allyn Rifkin, Robert Huddy and Barry Kielsmeier
12. Update and/or Action Regarding Southern California Association of Governments (SCAG) Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternative Analysis Study
13. Approval of an Extension of the OLDA Memorandum of Understanding with the Burbank Glendale Pasadena Airport Authority
14. Issue Request for Qualifications to Update the OLDA SOQ List of Consultants
15. Communications Items to the Board
16. Communication Items from the Board
17. Adjournment

**Note: Teleconference location at City of Maywood, 4319 E. Slauson Avenue
Maywood, CA 90270**

NEXT MEETING: August 8, 2012 – Huntington Park

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd., Paramount, CA 90723 during normal business hours. The agenda is also available on the Orangeline Development Authority website at www.olda.org subject to staff's availability to post documents before the meeting.



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James McCarthy
Caltrans, District 7

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: July 11, 2012

SUBJECT: **UPDATE AND/OR ACTION REGARDING SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) PACIFIC ELECTRIC RIGHT-OF-WAY/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVE ANALYSIS STUDY**

ISSUE

The Southern California Association of Governments (SCAG) completed the Alternative Analysis Study and on July 5, 2012 presented a brief status report to its Transportation Committee. The findings are based upon final study recommendations at the June 20, 2012 Steering Committee Meeting. It is anticipated that SCAG will present its findings to the Transportation Committee on September 6, 2012. SCAG will eventually forward recommendations to the Los Angeles County Metropolitan Transportation Authority and the Orange County Transportation Authority for further consideration that may include proceeding into an alternative analysis refinement study, engineering and environmental phases of the project.

BACKGROUND

For the past two years, the Southern California Association of Governments (SCAG) has conducted an Alternative Analysis (AA) for a transit corridor project utilizing the 18-mile PEROW/WSAB rail right of way in both LA and Orange Counties. The corridor included analysis of non-rail right of way connections to Los Angeles Union Station and the City of Santa Ana. This process has been guided by a two-county Technical Advisory Committee (TAC) and the two-county Steering Committee chaired by Diane DuBois and initially Art Brown (former Councilmember Buena Park) and more recently Mayor Carolyn Cavecche, City of Orange. This process has now come to a conclusion. The Orangeline Development Authority (OLDA) has also been involved with this process.

On June 20, 2012, the Steering Committee held its last meeting and made recommendations for the next steps. The Committee voted to adopt the TAC recommendation in attachment "A" as noted. This includes options to study light rail transit and low speed maglev options. The Committee voted to eliminate the designation of Minimal Operational Segments (MOS) in LA County and eliminate the further examination of a Bloomfield Ave. Station in the City of Cerritos.

The next phase for the project splits the project into Orange and Los Angeles County segments. Orange County will not pursue any further refinement of the AA as a fixed guideway project does not fit into the County's transportation plans and there is no funding allocated for the project.



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Ex-Oficio

James McCarthy
Caltrans, District 7

The final AA will go to the SCAG Transportation Committee and the Regional Council. The AA will also go to both the Los Angeles and Orange County Transportation Authorities for action.

The LA County segment, LA County line to Los Angeles Union Station, will undergo a refinement study with the MTA. This project has \$240 million Measure R allocation.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented; and/or
2. Recommend action

Attachments

PEROW/WSAB CORRIDOR AA STUDY
OVERVIEW OF TAC RECOMMENDATIONS

Technology/Modal Options
No Build Alternative is required to move forward.
Transportation System Management (TSM) Alternative is required to move forward.
Bus Rapid Transit (BRT) Alternative is not recommended for further study as it does not provide sufficient capacity to accommodate future Corridor ridership demand.
Street Car Alternative is not recommended for further study primarily because this community-based technology would not served the more-regional Corridor trip purpose and length.
Light Rail Transit (LRT) Alternative is recommended for further study based on its projected ridership, which is the highest among the alternatives, its ability to provide sufficient capacity for the projected Corridor demand, and its ability to use existing Metro rail system facilities.
Low Speed Magnetic Levitation Alternative is recommended for further study because it was viewed as the environmentally superior option and would provide a new, future-oriented technology. It should be noted that the project team did not recommend this alternative due to the unproven technology, high cost and poor cost-effectiveness, significant right-of-way impacts, and OCTA's adopted principles regarding new transit technologies in its long-range plan.
Alternative Description
Stations
Confirm the city-based location and number of stations identified in AA city-working sessions, with the understanding that future study efforts identifying more precise station locations may result in shifting, relocating, and/or adding of stations.
Vertical Alignment
Future study efforts should evaluate the LRT alternative operating in a fully grade-separated configuration.
Horizontal Alignment
Northern Connection Area – Los Angeles Union Station to Metro Green Line
East Bank Alignment Alternative is recommended for further study to allow for the consideration of two alignment options connecting north to Union Station. It should be noted that the project team did not recommend this alternative due to existing heavy freight and passenger rail utilization and capacity constraints.
West Bank 3 Alignment Alternative is recommended for further study based on the high number of cities and destinations served, the resulting highest level of ridership, city/agency support, and ability to use Metro rail system.
West Bank 1 Alignment Alternative is not recommended for further study because the alignment is occupied by a system of high-power electrical transmission towers.
West Bank 2 Alignment Alternative is not recommended for further study based on two findings: 1) this option would require a significant and costly structure to cross over the freight operations at the Redondo Junction; and 2) it is at-capacity with Metrolink, Amtrak, and Metro Red Line operations.
PEROW/WSAB Corridor – Metro Green Line to Harbor Boulevard
Future efforts will define the best alignment to meet system operational and city-specific needs.
Southern Connection Area – Harbor Boulevard to Santa Ana Regional Transp. Center through Santa Ana
Harbor Boulevard/1st Street/SARTC is recommended for further study with future study efforts evaluating horizontal and vertical configurations that maintain street lane capacity.
Phasing of Construction in Minimal Operable Segments (MOSs)
The two Los Angeles County MOS segments are recommended to be constructed first in recognition of county project priorities and funding commitments.
The decision on which of the two Los Angeles County MOS should be constructed first will be based on more detailed engineering and environmental review work.

DATE: July 5, 2012
TO: Transportation Committee (TC)
FROM: Philip Law, Corridors Program Manager, 213-236-1841, law@scag.ca.gov
SUBJECT: Status Report on Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG has completed the PE ROW/West Santa Ana Branch Corridor AA. The Steering Committee identified final study recommendations at its June 20, 2012 meeting. Staff will present a brief status report on the recommendations, and return to the TC meeting on September 6, 2012 with a full report. In summary, the Steering Committee agreed with the SCAG staff recommendation that the Light Rail Transit (LRT) alternative continue to be studied, in addition to the required No Build and Transportation Systems Management (TSM) alternatives. However, the Steering Committee also recommended the Low Speed Maglev alternative for further study, based upon the Technical Advisory Committee's recommendation. Regarding alignment alternatives, the Steering Committee recommended two northern alignments for further study, one that utilizes the east bank of the Los Angeles River, and another that would serve the Central City East portion of Downtown Los Angeles, before connecting to Union Station. Finally, the Steering Committee recommended that the Los Angeles County portion of the corridor be given phasing priority over the Orange County portion, due to funding availability and greater stakeholder and agency support.

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:

SCAG, in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA), has completed an Alternatives Analysis (AA) planning study to identify a locally preferred strategy for improving transportation on the PE ROW that connects Los Angeles and Orange Counties. The abandoned railroad ROW is owned by Metro and OCTA and is not currently used for mass transportation purposes.

The Steering Committee identified final study recommendations at its June 20, 2012 meeting. Staff will bring a full report to the Transportation Committee meeting on September 6, 2012. Upon approval from the Transportation Committee and Regional Council, staff will forward the study conclusions and recommendations to Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the discretion to proceed with the project into the engineering and environmental phases consistent with federal and state requirements.

REPORT

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” and is also included in Metro’s long range plan 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 and OCTA. The 2012-2035 RTP/SCS may be amended in the future to reflect any Metro or OCTA action that further defines the project.

FISCAL IMPACT:

Funding for this study is provided in FY 12 OWP WBS# 12-140.SCG01003.

ATTACHMENT:

None.



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James McCarthy
Caltrans, District 7

June 15, 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 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



CITY OF CERRITOSSM

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: jimedwards123@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:

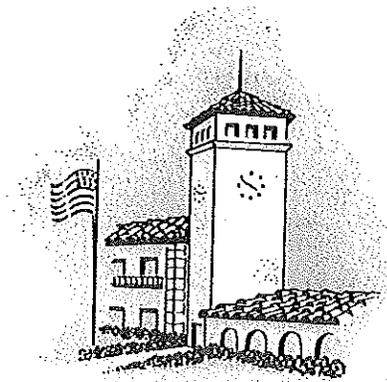
SUBJECT: LETTER OF SUPPORT REGARDING PEROW FINAL RECOMMENDATIONS

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
HUNTINGTON PARK California

MARIO GOMEZ
MAYOR

OFELIA HERNANDEZ
VICE MAYOR

ELBA GUERRERO
Council Member

ANDY MOLINA
Council Member

March 2, 2011

The Honorable Diane DuBois
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-19-6
Los Angeles, CA 90012

Dear Director DuBois,

As you're aware, the Southern California Association of Governments (SCAG) is conducting the alternatives analysis study (AA Study) of the former Pacific Electric/West Santa Ana Branch Right-of-Way (PE ROW) and connecting route options to downtown Los Angeles with several options via the City of Huntington Park. These options also include ones that can make use of existing railroad alignments via Randolph Street in the City of Huntington Park.

SCAG is in the process of identifying station locations to include in a Locally Preferred Alternative (LPA). SCAG is requesting input from the PE ROW Steering Committee on the final alignments and station combinations to be modeled. In response to this request, I request that the PE ROW Steering Committee ask SCAG to include analysis of a station location at or near Pacific Boulevard and Randolph Street.

This station will serve the vibrant retail and employment center that is in downtown Huntington Park and centered on the historic Pacific Boulevard corridor. This is also MTA's and Huntington Park's busiest transit corridor for current MTA services and has been an historical transit oriented location since the days when streetcars served Pacific Boulevard. Pacific Boulevard and Randolph Street is the ideal location for users, business, and the environment.

"The City of Perfect Balance"

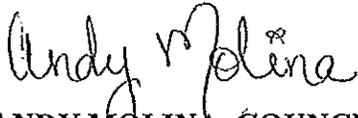
6550 Miles Avenue, Huntington Park, CA 90255-4393
Office (323) 584-6221 • Fax (323) 584-6361 www.huntingtonpark.org

The Honorable Diane DuBois
March 2, 2011
Page 2

A station along this corridor that intercepts Huntington Park's major transit route would be an excellent location to improve access to Huntington Park, anchor and revitalize a traditional transit oriented shopping district and provide access to employment and services for residents from the entire corridor.

We greatly appreciate your consideration of this request and your assistance in this matter.

Sincerely,

A handwritten signature in cursive script that reads "Andy Molina". The signature is written in black ink and is positioned above the printed name.

ANDY MOLINA, COUNCIL MEMBER
City of Huntington Park
Director, OLDA Board of Directors

AM/yn/DuBois/30211

cc: Michael R. Kodama



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
2nd 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

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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Ernest Doizaki
American Fish and Seafood

Richard Gardner
LA Wholesale Produce Market

Donald Kanner
City Seafoods

Howard Klein
Ocean Beauty Seafood

Matt Klein
Factory Arts Complex

Michael Tansey
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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 7th & Alameda.

A station at 7th & 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 (7th & Metro station), the Regional Connector (2nd & Central), the Los Angeles Greyhound Station at 7th & 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 7th & 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 7th 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 7th & 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.

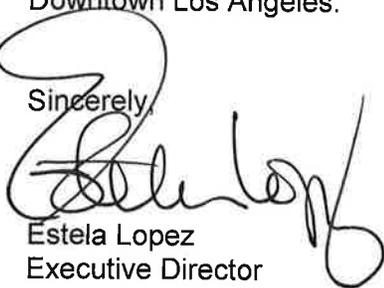
Lastly, CCEA would argue that a station at 7th & Alameda truly would pay for itself in economic impact. Valuable industrial land in this area has seen no significant private investment in job-creating uses for more than fifteen years. The current generation of users are unable to expand, and are being 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 2nd & Central, approximately a half-mile from 7th & 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 2nd 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 7th 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!*"

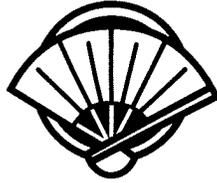
We believe that **West Bank Alternative 3** provides an exciting opportunity not only to improve Southern California rail service while alleviating the negative environmental impacts of automobile travel, but also an opportunity to drive the vision for a new, vibrant, job-rich future for eastern Downtown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

Sincerely,



Estela Lopez
Executive Director

- cc. The Honorable Antonio Villaraigosa, Mayor
The Honorable José Huizar, Councilmember, 14th District
The Honorable Jan Perry, Councilmember, 9th 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



**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 1st 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 1st 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



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

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Vice Chairman

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Council Member
City of Downey

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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

Wednesday, September 12, 2012

City of Huntington Park
Community Center
6925 Salt Lake Avenue
Huntington Park, CA 90255

Judith Norman (310) 892-9373 or Michael R. Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

AGENDA

Public comments on items on the agenda will be taken at the time the item is called and are limited to 5 minutes per speaker.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Minutes of Wednesday, August 8, 2012 Meeting
- b. Approval of Warrant Register and Treasurer's Report for August 8, 2012 through September 12, 2012.

End of Consent Calendar

5. Public Comments
Those presenting public comments are restricted to non-agendized items only.
6. Presentation by Councilmember Josue Barrios regarding Transportation and Land Use
7. Presentation by Jerry R. Wood, P.E. Civil Engineer Consultant Regarding 91/605/405 Congestion Hot Spots Feasibility Study – Multi-modal Project Analysis



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Ex-Oficio

James McCarthy
Caltrans, District 7

8. Biennial Review of the OLDA Conflict of Interest Code (G.C. 87306.5)
9. Update and/or Action Regarding Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis
10. Update and/or Action Regarding OLDA Financial Review
11. Update and/or Action Regarding Metro TOD III Grant
12. Update and/or Action Regarding Antelope Valley Line and Tier III Rail Capital Improvement Funding
13. Update and/or Action Regarding SB 214, Infrastructure Financing Districts
14. Communication Items to the Board
15. Communication Items from the Board
16. Adjournment

NEXT MEETING: October 10, 2012 – City of Downey

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd, Paramount, CA 90723 during normal business hours.



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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

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: September 12, 2012

SUBJECT: **UPDATE AND/OR ACTION REGARDING PACIFIC ELECTRIC RIGHT-OF-WAY (PE ROW)/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS**

ISSUE

The PE Right of Way/West Santa Ana Branch Alternatives Analysis (PEROW/WSAB AA), which was on the SCAG Transportation Committee Agenda for Action at the September 2012 meeting, has been postponed until the October 2012 SCAG Transportation Committee meeting. In addition to adoption of the PEROW/WSAB AA, for transmittal to LACMTA and OCTA, the SCAG staff report contained staff recommendations regarding the specific modes to be recommended, which does not include all the recommendations of the PEROW/WSAB Steering Committee.

BACKGROUND

For the past two years, the Southern California Association of Governments (SCAG) conducted an Alternatives Analysis (AA) utilizing the 18-mile PEROW/WSAB rail right-of-way in both Los Angeles and Orange Counties. Most of the analysis focused on the alignment from Santa Ana to Los Angeles including OLDA members from Cerritos north to Downtown Los Angeles. This process was guided by a two-county Technical Advisory Committee (TAC) and a two-county Steering Committee most recently chaired by Diane DuBois. On July 5, 2012, SCAG presented a brief status report to its Transportation Committee. The findings were based upon final study recommendations at the June 20, 2012 Steering Committee Meeting.

The next phase splits the project into Orange and Los Angeles County segments. Orange County has no plans to pursue further refinement of the AA as a fixed guideway project because it does not fit into the County's transportation plans and there is no funding allocated to the project. OCTA Staff stated that the low speed magnetic levitation alternative is not consistent with OCTA policy on emerging technologies.

As part of the September 6, 2012 SCAG Transportation Committee Meeting agenda, SCAG staff presented recommendations regarding technology, stations, alignments, and phasing for the PE ROW/West Santa Ana branch Corridor. SCAG staff recommended that no build, transportation systems management (TSM), and light rail transit (LRT) alternatives be carried forward for further study. SCAG staff endorsed all stations identified during work sessions for further study, with the exception of the Cerritos Bloomfield Station as directed by Steering Committee.

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- 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
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- Treasurer
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City of Vernon
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- Scott A. Larsen
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City of Bellflower
- Executive Director
- Michael R. Kodama
- General Counsel
- Sandra J. Levin
- Ex-Oficio
- James McCarthy
Caltrans, District 7



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City of Artesia

City of Bell

City of Bellflower

City of Cerritos

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SCAG staff advised that the West Bank 3 and East Bank alternatives be carried forward using the PE ROW. SCAG staff also recommended further study of the alignment to evaluate options for a fully grade-separated LRT system. SCAG staff advised that the project begin with the Los Angeles County segment as the first phase with additional phases to be determined after further evaluation.

The SCAG staff recommendations specifically recommend the Light Rail Alternative, but does not recommend that other modal alternatives, including the Low Speed Maglev alternative, which the Steering Committee recommended be included for further analysis. Concerns exist on the need to change recommendations of the Steering Committee, specifically since it is early in the process, with a need for further analysis and potential evaluation in any future EIR/EIS.

OLDA staff seeks guidance from the OLDA board on the appropriate response.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and direct staff; and/or
2. Receive and file this report

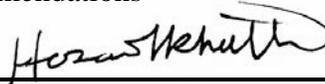
REPORT

DATE: September 6, 2012

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 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) Authorize the Executive Director to finalize the AA report with the recommendations and forward 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 staff recommendations are summarized below and discussed in further detail in the staff report and attachments.

Technology: *No Build, Transportation Systems Management (TSM), and Light Rail Transit (LRT) Alternatives should be carried forward into engineering/environmental phases*

Stations: *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*

Alignments: *Northern connection – West Bank 3 and East Bank Alternatives should be carried forward
PE ROW – Use of this ROW should be carried forward
Southern connection – Harbor Blvd/1st St Alternative should be carried forward
Vertical alignment – future study efforts should evaluate fully grade-separated LRT*

Phasing: *Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation*

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 the study, through regular agency coordination meetings and advanced Metro and OCTA review of project deliverables.

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.

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 the Orangeline Development Authority (OLDA); a Technical Advisory Committee (TAC) of city and agency staff; a Steering Committee 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, Transportation Systems Management, and four (4) "build" alternatives: Bus Rapid Transit (BRT); Street Car; LRT; and Low Speed Magnetic Levitation (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.

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).

Recommendations

The study recommendations are grouped into three (3) main categories: technology; stations and alignments; and project phasing. SCAG staff and consultants (the project team) developed recommendations based upon the technical analysis and input from public and stakeholder participation. The TAC reviewed and discussed the project team recommendations at its June 12, 2012 meeting and developed TAC recommendations to the Steering Committee. Subsequently, the Steering Committee reviewed and discussed both the TAC and project team recommendations at its June 20, 2012 meeting and developed the Steering Committee recommendations. Staff concurs with all of the Steering Committee recommendations with exception of the recommendation regarding the Low Speed Maglev technology. 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 Steering Committee agreed with the project team recommendation for LRT, but recommended that the Low Speed Maglev alternative also be carried forward. The 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.

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 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 is \$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 (MOSs) 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 2 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 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:

Funding for this study was provided in FY 12 Overall Work Plan (OWP) WBS# 12-140.SCG01003.

ATTACHMENTS:

1. PowerPoint Presentation: "Pacific Electric Corridor - Staff Recommendations"
2. August 10, 2012 OCTA Letter
3. PEROW/WSAB Corridor AA Study staff recommendations

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

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WEST SANTA ANA BRANCH

Staff Recommendations

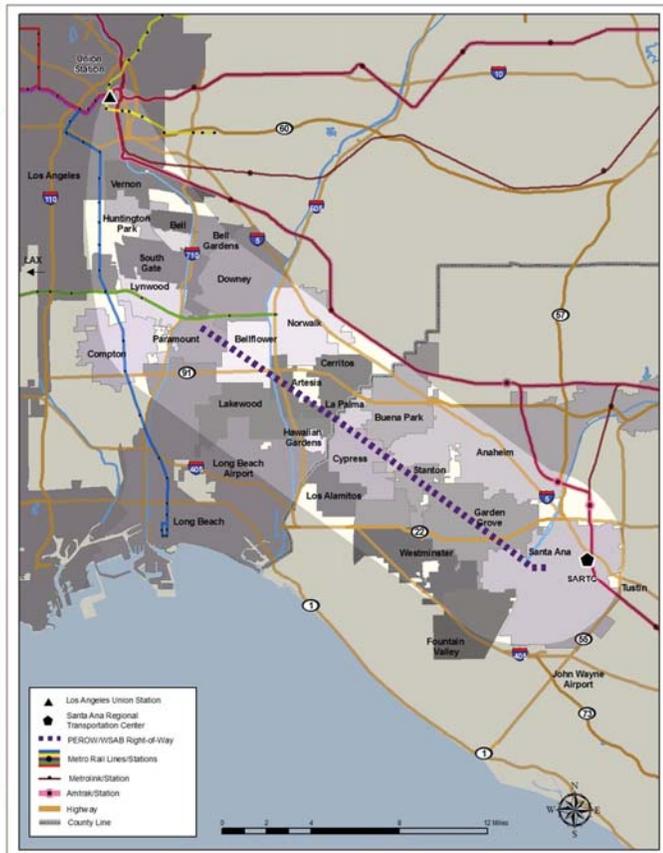
Transportation Committee
September 6, 2012



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
- Study evaluates modal alternatives and potential connections to: Los Angeles Union Station & Santa Ana Regional Transportation Center





WEST SANTA ANA BRANCH

Study Process

- Initiated by Transportation Committee after 2008 Regional Transportation Plan
- Followed the Federal Transit Administration's Alternatives Analysis (AA) process
- Study cost \$1.9 million over 2.5 years
- Extensive stakeholder and public input process
 - Metro, OCTA, OLDA coordination
 - 20 community meetings
 - Two advisory committees
 - Technical Advisory Committee
 - Steering Committee co-chaired by Metro and OCTA

2



WEST SANTA ANA BRANCH

Final Set of Alternatives

Alternatives included:

- No Build
- Transportation System Management (TSM)
- Bus Rapid Transit (BRT)
- Street Car
- Light Rail Transit (LRT)
- Low Speed Magnetic Levitation (Maglev)

3



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 OCTA BRT



BRT Alternative Alignment

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





WEST SANTA ANA BRANCH

Guideway Alternatives

Street Car

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



LRT

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



Low Speed Maglev

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



WEST SANTA ANA BRANCH

Northern Connection Area Alignments

Union Station – Green Line

1. New Green Line station
2. San Pedro Subdivision
3. LA River Bank Options
 - ◆ East Bank
 - ◆ West Bank 1
 - ◆ West Bank 2
 - ◆ West Bank 3
4. Union Station access





WEST SANTA ANA BRANCH

PEROW/WSAB Area Alignment

Green Line – Harbor Blvd. Station

1. Dedicated operations in center of ROW
2. Harbor Blvd. Station interface with future Santa Ana-Garden Grove Street Car Project



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WEST SANTA ANA BRANCH

Southern Connection Area Alignments

Harbor Blvd. Station – Santa Ana RTC

1. Harbor Blvd./1st St./Santiago St./SARTC
2. Westminster Blvd./17th St./Main St./transfer to Street Car system



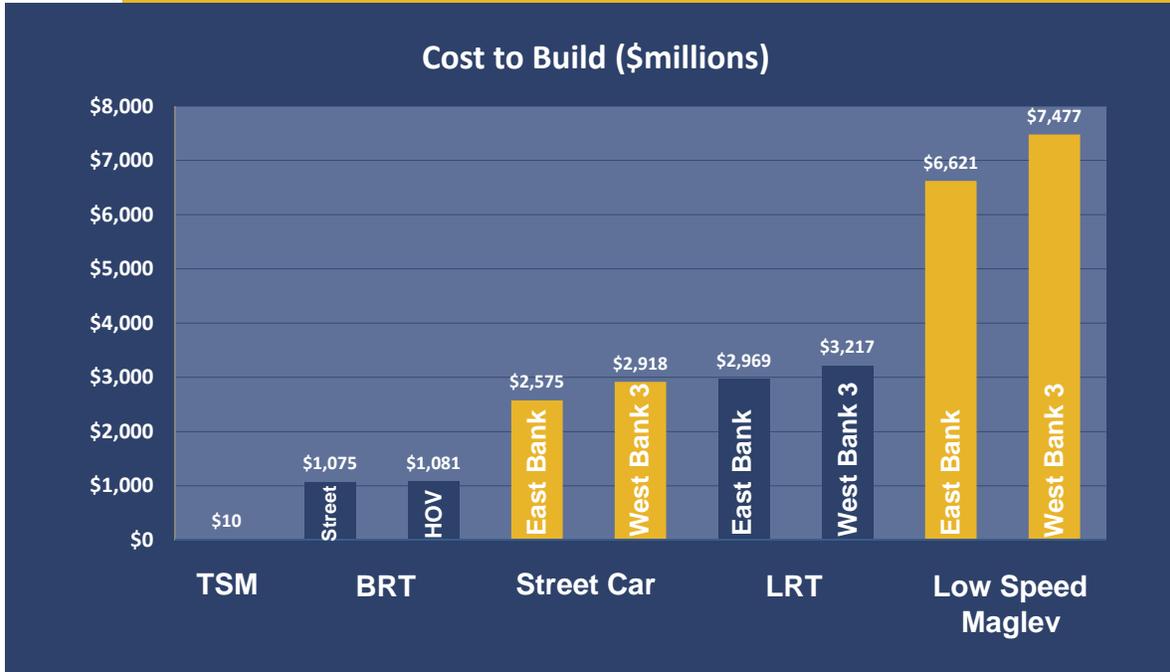
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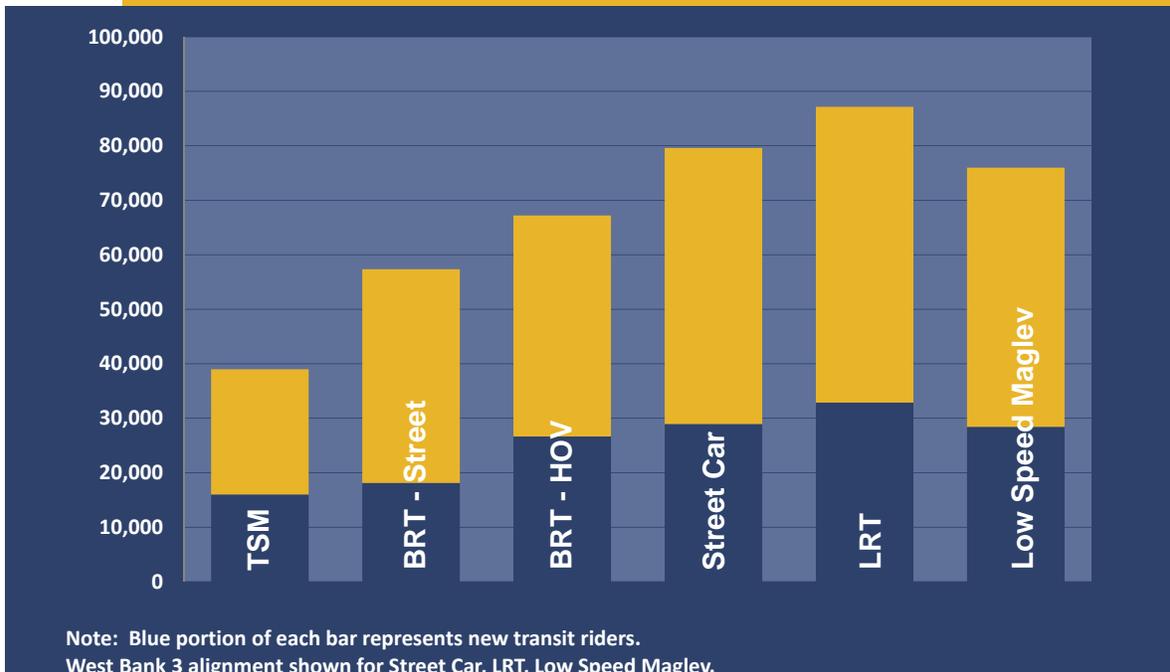
WEST SANTA ANA BRANCH

Cost to Build



WEST SANTA ANA BRANCH

Daily Ridership Estimates



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



WEST SANTA ANA BRANCH

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, Low Speed Maglev.



WEST SANTA ANA BRANCH

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
 - All other alternatives have minor impacts
- **Property Acquisition:**
 - All build alternatives require property for maintenance facility
 - Low Speed Maglev has major property impacts due to turning radius



WEST SANTA ANA BRANCH

Staff Recommendations

- Reflect the technical evaluation, stakeholder and public input, and input from the two advisory committees
- Grouped by technology, alignments, stations, and phasing
- Recommendations are for further study by Metro and OCTA in future engineering/environmental phases (e.g., EIR/EIS)

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WEST SANTA ANA BRANCH

Staff Recommendations

Technology:

- No Build & TSM are required
- BRT is not recommended for further study
 - 2035 ridership demand exceeds capacity
 - Operates on congested highway system
 - Lack of community/stakeholder support
- Street Car is not recommended for further study
 - Similar cost to LRT without the same capacity
 - Vehicle issues (e.g., single cars, seating vs. standee)
 - No local operator experience (new staff, facilities)

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WEST SANTA ANA BRANCH

Staff Recommendations

Technology (continued):

- LRT is recommended for further study
 - Highest ridership, capacity, and stakeholder support
 - Connectivity/interoperability with Metro LRT system
- Low Speed Maglev is not recommended for further study:
 - Highest capital cost, least cost-effective, significant property acquisition, no U.S. system (lengthy/costly approval process), OCTA policy for unproven technologies
 - Note: Maglev is recommended by Steering Committee due to lowest noise, vibration, and traffic impacts, and lowest operating and maintenance cost

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WEST SANTA ANA BRANCH

Staff Recommendations

Northern Connection Alignments:

- West Bank 3 is recommended for further study
 - Serves higher number of cities and destinations, resulting in higher ridership and city/agency support, and connectivity to existing Metro rail system
- East Bank is recommended for further study
 - Recommended by advisory committees to allow for a second possible alignment north connecting to Los Angeles
- 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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Staff Recommendations

Southern Connection Alignments:

- Harbor Blvd./1st Street is recommended for further study due to higher ridership and fewer impacts
- Westminster Blvd./17th St./Main St. is not recommended for further study due to constrained street width, sensitive land uses, lower ridership
- Future study efforts should evaluate the most appropriate horizontal and vertical system configurations to maintain street lane capacity

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Staff Recommendations

Vertical Alignment:

- Future study efforts should evaluate an LRT alternative operating in a fully grade-separated configuration.

Stations:

- Carry forward initial station locations identified in work sessions with cities/agencies
- Recognize that future studies may result in the shifting, relocating, and/or adding of stations
- Remove Bloomfield/Cerritos station from further consideration as requested by Steering Committee

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WEST SANTA ANA BRANCH

Staff Recommendations

Phasing:

- 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 decision on sequencing of minimum operable segments (MOS) to be determined by Metro after further study

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WEST SANTA ANA BRANCH

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. Authorize the Executive Director to finalize the AA report with the recommendations and forward to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

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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

**PACIFIC ELECTRIC RIGHT-OF-WAY (PEROW) / WEST SANTA ANA BRANCH (WSAB) CORRIDOR
ALTERNATIVES ANALYSIS (AA) STUDY
STAFF RECOMMENDATIONS**

The following project findings and staff recommendations are based on the technical evaluation results, community and stakeholder input, and input from the study's two advisory committees (Technical Advisory Committee [TAC] and Steering Committee). They are provided for consideration and approval by SCAG's Transportation Committee and Regional Council.

Project Findings

The following project findings were developed with the TAC and confirmed by the Steering Committee.

- 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. The Corridor right-of-way would provide approximately 60 percent of the alignment length of the identified alternatives.
- 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, Light Rail Transit, 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 could 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.

Technology/Modal Options

The recommendations for the six modal options included in the Final Set of Alternatives were:

- 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 by the public as they 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 could 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 on 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 PEROW 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 not recommended** 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. 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*.

It should be noted that the advisory committees did recommend the Low Speed Maglev Alternative for further study as it was viewed as faster, quieter, cleaner, and safer, and as causing minimal traffic impacts when compared to the other alternatives. This alternative was also seen as the best long-term solution to meet the Corridor's future transportation needs, and advisory committee members expressed the belief that the technology would improve and become easier to implement in Southern California.

Alternative Descriptions

Detailed descriptions for each of the modal alternatives was 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 operate through the Corridor.

Stations

An initial set of stations was identified in working sessions with affected Corridor cities and agencies and is presented in Attachments A and B. While future system design and station area land use planning and operational analysis may refine the location of these stations, the advisory committees 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. There was one exception: staff recommends the removal from further study of the Bloomfield Station in the City of Cerritos, as requested by the Steering Committee.

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*. Staff recommends that future study efforts evaluate all alternatives operating in a fully grade-separated configuration, as requested by the advisory committees.

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 ***East Bank 1 Alternative is recommended*** for further study, based upon the advisory committees' input, 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 is recommended to 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, which were identified with Santa Ana city staff, the Harbor Boulevard/1st Street/SARTC option provided higher ridership and fewer impacts to the city’s historic/cultural resources and sensitive land uses than the Westminster Boulevard/17th Street/Main Street option. Therefore, the **Harbor Boulevard/1st 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 following city-specific preferences should 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.
- 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 MOS 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 MOS would operate south along the West Santa Ana Branch ROW to the county line.

The decision on the MOS sequencing will be based on future more detailed engineering and environmental review work. 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.

Operation on 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 th 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 rd St./Gridley Rd.	183 rd 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 st St.	Harbor Blvd./1 st St.
	1 st St./Fairview St.	1 st St./Fairview St.
	1 st St./Bristol St.	1 st St./Bristol St.
	SARTC	SARTC

*The Steering Committee recommended that the Cerritos/Bloomfield station be removed from further consideration.

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 th 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 rd St./Gridley Rd.	183 rd 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.

*The Steering Committee recommended that the Cerritos/Bloomfield station be removed from further consideration.



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

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: September 12, 2012

SUBJECT: **UPDATE AND/OR ACTION REGARDING PACIFIC ELECTRIC RIGHT-OF-WAY (PE ROW)/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS**

ISSUE

The PE Right of Way/West Santa Ana Branch Alternatives Analysis (PEROW/WSAB AA), which was on the SCAG Transportation Committee Agenda for Action at the September 2012 meeting, has been postponed until the October 2012 SCAG Transportation Committee meeting. In addition to adoption of the PEROW/WSAB AA, for transmittal to LACMTA and OCTA, the SCAG staff report contained staff recommendations regarding the specific modes to be recommended, which does not include all the recommendations of the PEROW/WSAB Steering Committee.

BACKGROUND

For the past two years, the Southern California Association of Governments (SCAG) conducted an Alternatives Analysis (AA) utilizing the 18-mile PEROW/WSAB rail right-of-way in both Los Angeles and Orange Counties. Most of the analysis focused on the alignment from Santa Ana to Los Angeles including OLDA members from Cerritos north to Downtown Los Angeles. This process was guided by a two-county Technical Advisory Committee (TAC) and a two-county Steering Committee most recently chaired by Diane DuBois. On July 5, 2012, SCAG presented a brief status report to its Transportation Committee. The findings were based upon final study recommendations at the June 20, 2012 Steering Committee Meeting.

The next phase splits the project into Orange and Los Angeles County segments. Orange County has no plans to pursue further refinement of the AA as a fixed guideway project because it does not fit into the County's transportation plans and there is no funding allocated to the project. OCTA Staff stated that the low speed magnetic levitation alternative is not consistent with OCTA policy on emerging technologies.

As part of the September 6, 2012 SCAG Transportation Committee Meeting agenda, SCAG staff presented recommendations regarding technology, stations, alignments, and phasing for the PE ROW/West Santa Ana branch Corridor. SCAG staff recommended that no build, transportation systems management (TSM), and light rail transit (LRT) alternatives be carried forward for further study. SCAG staff endorsed all stations identified during work sessions for further study, with the exception of the Cerritos Bloomfield Station as directed by Steering Committee.

Chairman

Frank Quintero
Mayor
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Commissioner
Burbank Glendale Pasadena
Airport Authority

Vice Chairman

Luis H. Marquez
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City of Downey

Secretary

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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



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

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

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Treasurer

Michael McCormick

Council Member

City of Vernon

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Caltrans, District 7

SCAG staff advised that the West Bank 3 and East Bank alternatives be carried forward using the PE ROW. SCAG staff also recommended further study of the alignment to evaluate options for a fully grade-separated LRT system. SCAG staff advised that the project begin with the Los Angeles County segment as the first phase with additional phases to be determined after further evaluation.

The SCAG staff recommendations specifically recommend the Light Rail Alternative, but does not recommend that other modal alternatives, including the Low Speed Maglev alternative, which the Steering Committee recommended be included for further analysis. Concerns exist on the need to change recommendations of the Steering Committee, specifically since it is early in the process, with a need for further analysis and potential evaluation in any future EIR/EIS.

OLDA staff seeks guidance from the OLDA board on the appropriate response.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and direct staff; and/or
2. Receive and file this report

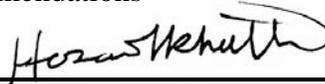
REPORT

DATE: September 6, 2012

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 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) Authorize the Executive Director to finalize the AA report with the recommendations and forward 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 staff recommendations are summarized below and discussed in further detail in the staff report and attachments.

Technology: *No Build, Transportation Systems Management (TSM), and Light Rail Transit (LRT) Alternatives should be carried forward into engineering/environmental phases*

Stations: *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*

Alignments: *Northern connection – West Bank 3 and East Bank Alternatives should be carried forward
PE ROW – Use of this ROW should be carried forward
Southern connection – Harbor Blvd/1st St Alternative should be carried forward
Vertical alignment – future study efforts should evaluate fully grade-separated LRT*

Phasing: *Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation*

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 the study, through regular agency coordination meetings and advanced Metro and OCTA review of project deliverables.

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.

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 the Orangeline Development Authority (OLDA); a Technical Advisory Committee (TAC) of city and agency staff; a Steering Committee 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, Transportation Systems Management, and four (4) "build" alternatives: Bus Rapid Transit (BRT); Street Car; LRT; and Low Speed Magnetic Levitation (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.

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).

Recommendations

The study recommendations are grouped into three (3) main categories: technology; stations and alignments; and project phasing. SCAG staff and consultants (the project team) developed recommendations based upon the technical analysis and input from public and stakeholder participation. The TAC reviewed and discussed the project team recommendations at its June 12, 2012 meeting and developed TAC recommendations to the Steering Committee. Subsequently, the Steering Committee reviewed and discussed both the TAC and project team recommendations at its June 20, 2012 meeting and developed the Steering Committee recommendations. Staff concurs with all of the Steering Committee recommendations with exception of the recommendation regarding the Low Speed Maglev technology. 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 Steering Committee agreed with the project team recommendation for LRT, but recommended that the Low Speed Maglev alternative also be carried forward. The 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.

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 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 is \$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 (MOSs) 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 2 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 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:

Funding for this study was provided in FY 12 Overall Work Plan (OWP) WBS# 12-140.SCG01003.

ATTACHMENTS:

1. PowerPoint Presentation: "Pacific Electric Corridor - Staff Recommendations"
2. August 10, 2012 OCTA Letter
3. PEROW/WSAB Corridor AA Study staff recommendations

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

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WEST SANTA ANA BRANCH

Staff Recommendations

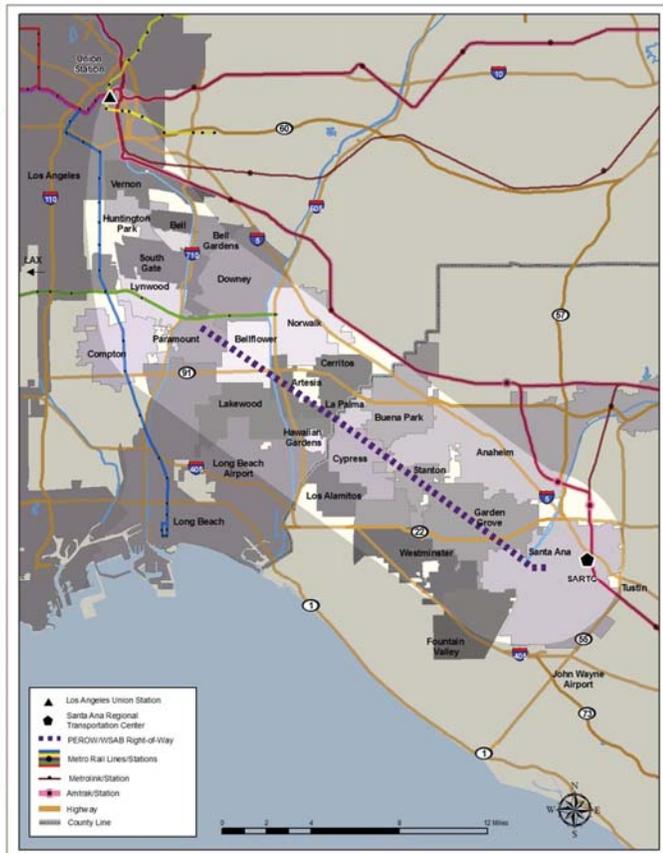
Transportation Committee
September 6, 2012



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
- Study evaluates modal alternatives and potential connections to: Los Angeles Union Station & Santa Ana Regional Transportation Center





WEST SANTA ANA BRANCH

Study Process

- Initiated by Transportation Committee after 2008 Regional Transportation Plan
- Followed the Federal Transit Administration's Alternatives Analysis (AA) process
- Study cost \$1.9 million over 2.5 years
- Extensive stakeholder and public input process
 - Metro, OCTA, OLDA coordination
 - 20 community meetings
 - Two advisory committees
 - Technical Advisory Committee
 - Steering Committee co-chaired by Metro and OCTA

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WEST SANTA ANA BRANCH

Final Set of Alternatives

Alternatives included:

- No Build
- Transportation System Management (TSM)
- Bus Rapid Transit (BRT)
- Street Car
- Light Rail Transit (LRT)
- Low Speed Magnetic Levitation (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 OCTA BRT



BRT Alternative Alignment

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





WEST SANTA ANA BRANCH

Guideway Alternatives

Street Car

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



LRT

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



Low Speed Maglev

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



WEST SANTA ANA BRANCH

Northern Connection Area Alignments

Union Station – Green Line

1. New Green Line station
2. San Pedro Subdivision
3. LA River Bank Options
 - ◆ East Bank
 - ◆ West Bank 1
 - ◆ West Bank 2
 - ◆ West Bank 3
4. Union Station access





WEST SANTA ANA BRANCH

PEROW/WSAB Area Alignment

Green Line – Harbor Blvd. Station

1. Dedicated operations in center of ROW
2. Harbor Blvd. Station interface with future Santa Ana-Garden Grove Street Car Project



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Southern Connection Area Alignments

Harbor Blvd. Station – Santa Ana RTC

1. Harbor Blvd./1st St./Santiago St./SARTC
2. Westminster Blvd./17th St./Main St./transfer to Street Car system



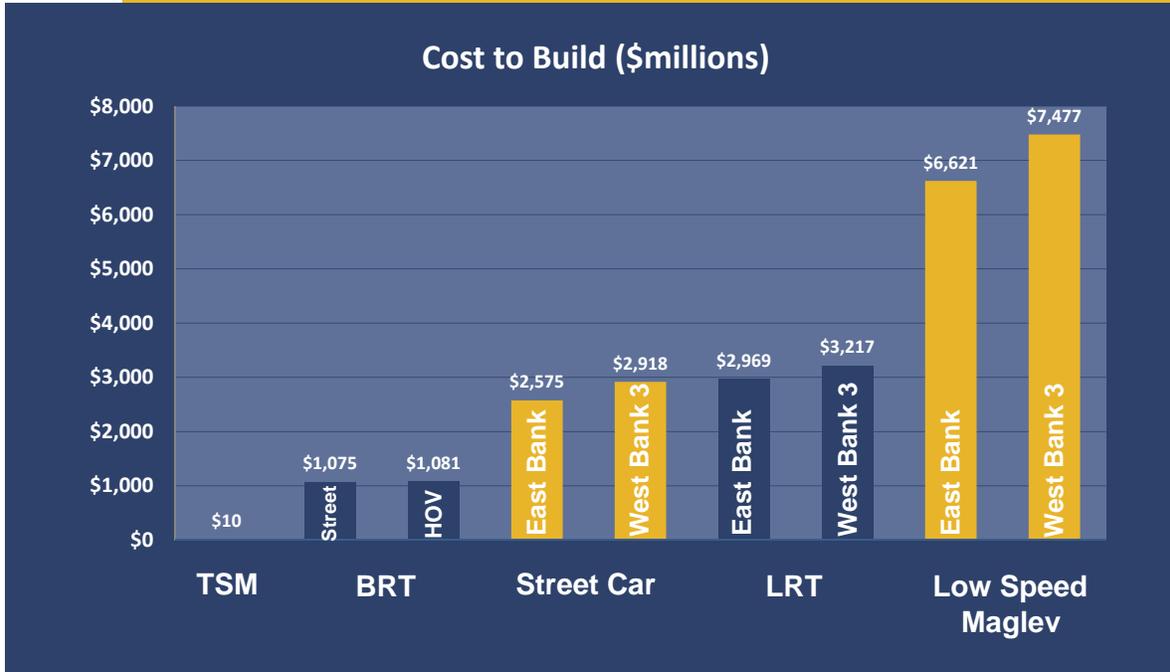
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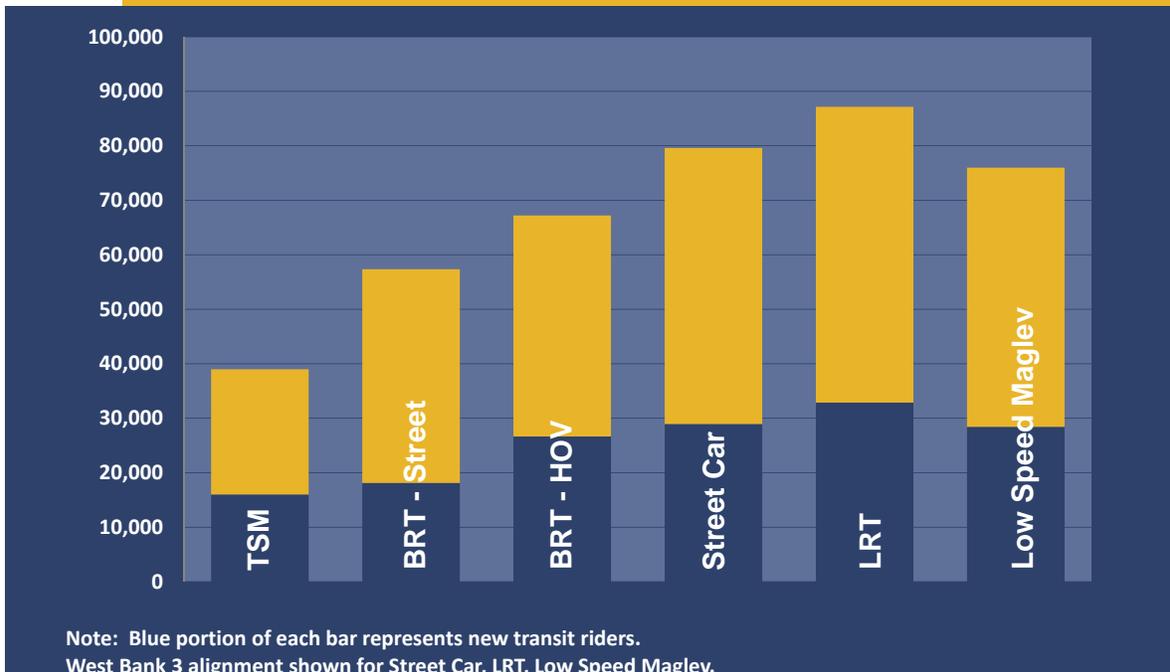
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Cost to Build



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Daily Ridership Estimates





WEST SANTA ANA BRANCH

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, Low Speed Maglev.



WEST SANTA ANA BRANCH

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
 - All other alternatives have minor impacts
- **Property Acquisition:**
 - All build alternatives require property for maintenance facility
 - Low Speed Maglev has major property impacts due to turning radius



WEST SANTA ANA BRANCH

Staff Recommendations

- Reflect the technical evaluation, stakeholder and public input, and input from the two advisory committees
- Grouped by technology, alignments, stations, and phasing
- Recommendations are for further study by Metro and OCTA in future engineering/environmental phases (e.g., EIR/EIS)

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WEST SANTA ANA BRANCH

Staff Recommendations

Technology:

- No Build & TSM are required
- BRT is not recommended for further study
 - 2035 ridership demand exceeds capacity
 - Operates on congested highway system
 - Lack of community/stakeholder support
- Street Car is not recommended for further study
 - Similar cost to LRT without the same capacity
 - Vehicle issues (e.g., single cars, seating vs. standee)
 - No local operator experience (new staff, facilities)

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WEST SANTA ANA BRANCH

Staff Recommendations

Technology (continued):

- LRT is recommended for further study
 - Highest ridership, capacity, and stakeholder support
 - Connectivity/interoperability with Metro LRT system
- Low Speed Maglev is not recommended for further study:
 - Highest capital cost, least cost-effective, significant property acquisition, no U.S. system (lengthy/costly approval process), OCTA policy for unproven technologies
 - Note: Maglev is recommended by Steering Committee due to lowest noise, vibration, and traffic impacts, and lowest operating and maintenance cost

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WEST SANTA ANA BRANCH

Staff Recommendations

Northern Connection Alignments:

- West Bank 3 is recommended for further study
 - Serves higher number of cities and destinations, resulting in higher ridership and city/agency support, and connectivity to existing Metro rail system
- East Bank is recommended for further study
 - Recommended by advisory committees to allow for a second possible alignment north connecting to Los Angeles
- 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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WEST SANTA ANA BRANCH

Staff Recommendations

Southern Connection Alignments:

- Harbor Blvd./1st Street is recommended for further study due to higher ridership and fewer impacts
- Westminster Blvd./17th St./Main St. is not recommended for further study due to constrained street width, sensitive land uses, lower ridership
- Future study efforts should evaluate the most appropriate horizontal and vertical system configurations to maintain street lane capacity

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WEST SANTA ANA BRANCH

Staff Recommendations

Vertical Alignment:

- Future study efforts should evaluate an LRT alternative operating in a fully grade-separated configuration.

Stations:

- Carry forward initial station locations identified in work sessions with cities/agencies
- Recognize that future studies may result in the shifting, relocating, and/or adding of stations
- Remove Bloomfield/Cerritos station from further consideration as requested by Steering Committee

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WEST SANTA ANA BRANCH

Staff Recommendations

Phasing:

- 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 decision on sequencing of minimum operable segments (MOS) to be determined by Metro after further study

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WEST SANTA ANA BRANCH

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. Authorize the Executive Director to finalize the AA report with the recommendations and forward to the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA) for further study.

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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

**PACIFIC ELECTRIC RIGHT-OF-WAY (PEROW) / WEST SANTA ANA BRANCH (WSAB) CORRIDOR
ALTERNATIVES ANALYSIS (AA) STUDY
STAFF RECOMMENDATIONS**

The following project findings and staff recommendations are based on the technical evaluation results, community and stakeholder input, and input from the study's two advisory committees (Technical Advisory Committee [TAC] and Steering Committee). They are provided for consideration and approval by SCAG's Transportation Committee and Regional Council.

Project Findings

The following project findings were developed with the TAC and confirmed by the Steering Committee.

- 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. The Corridor right-of-way would provide approximately 60 percent of the alignment length of the identified alternatives.
- 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, Light Rail Transit, 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 could 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.

Technology/Modal Options

The recommendations for the six modal options included in the Final Set of Alternatives were:

- 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 by the public as they 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 could 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 on 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 PEROW 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 not recommended** 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. 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*.

It should be noted that the advisory committees did recommend the Low Speed Maglev Alternative for further study as it was viewed as faster, quieter, cleaner, and safer, and as causing minimal traffic impacts when compared to the other alternatives. This alternative was also seen as the best long-term solution to meet the Corridor's future transportation needs, and advisory committee members expressed the belief that the technology would improve and become easier to implement in Southern California.

Alternative Descriptions

Detailed descriptions for each of the modal alternatives was 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 operate through the Corridor.

Stations

An initial set of stations was identified in working sessions with affected Corridor cities and agencies and is presented in Attachments A and B. While future system design and station area land use planning and operational analysis may refine the location of these stations, the advisory committees 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. There was one exception: staff recommends the removal from further study of the Bloomfield Station in the City of Cerritos, as requested by the Steering Committee.

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*. Staff recommends that future study efforts evaluate all alternatives operating in a fully grade-separated configuration, as requested by the advisory committees.

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 ***East Bank 1 Alternative is recommended*** for further study, based upon the advisory committees' input, 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 is recommended to 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, which were identified with Santa Ana city staff, the Harbor Boulevard/1st Street/SARTC option provided higher ridership and fewer impacts to the city’s historic/cultural resources and sensitive land uses than the Westminster Boulevard/17th Street/Main Street option. Therefore, the **Harbor Boulevard/1st 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 following city-specific preferences should 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.
- 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 MOS 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 MOS would operate south along the West Santa Ana Branch ROW to the county line.

The decision on the MOS sequencing will be based on future more detailed engineering and environmental review work. 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.

Operation on 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 th 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 rd St./Gridley Rd.	183 rd 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 st St.	Harbor Blvd./1 st St.
	1 st St./Fairview St.	1 st St./Fairview St.
	1 st St./Bristol St.	1 st St./Bristol St.
	SARTC	SARTC

*The Steering Committee recommended that the Cerritos/Bloomfield station be removed from further consideration.

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 th 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 rd St./Gridley Rd.	183 rd 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.

*The Steering Committee recommended that the Cerritos/Bloomfield station be removed from further consideration.



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

Wednesday, October 10, 2012

City of Downey
Columbia Memorial Space Center
12400 Columbia Way
Downey, CA 90242

**Teleconference location at
City of Santa Clarita, 23920 Valencia Boulevard, Santa Clarita CA 91355**

Judith Norman (310) 892-9373 or Michael R. Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

AGENDA

Public comments on items on the agenda will be taken at the time the item is called and are limited to 5 minutes per speaker.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Minutes of September 12, 2012 Meeting
- b. Approval of Warrant Register and Treasurer's Report for September 12, 2012 through October 10, 2012

End of Consent Calendar

5. Public Comments

Those presenting public comments on non-agendized items will be heard at this time.

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

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6. Presentation by Yvette Kirrin, I-5 JPA Executive Director Regarding Interstate 5 Corridor Improvement Project.
7. Presentation by Matt Barrett, Research Library, Archive, and Records Management Administrator Regarding History of Rail in the OLDA Southern Corridor.
8. Update Regarding City of Bell Gardens Becoming OLDA Member.
9. Update and/or Action Regarding Bob Hope Airport.
10. Update and/or Action Regarding Interstate 5 Corridor Improvement Project and its impact on Bob Hope Airport and OLDA Members.
11. Update and/or Action Regarding Transportation Infrastructure Finance and Innovation Act (TIFIA) Master Credit Agreement (MCA).
12. Update and/or Action Regarding State Legislative Issues
13. Update and/or Action Regarding Measure J (Measure R Extension).
14. Update and/or Action Regarding Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis.
15. Approval for Executive Director Michael R. Kodama to attend UCLA Lake Arrowhead Symposium on Transportation, Land Use, and Environment.
16. Approval of Revised Process to Update OLDA SOQ List.
17. Communication Items to the Board
18. Communication Items from the Board
19. Adjournment

NEXT MEETING: November 14, 2012 – City of Downey

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd, Paramount, CA 90723 during normal business hours.



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Ex-Oficio
James McCarthy
Caltrans, District 7

AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: October 10, 2012

SUBJECT: **UPDATE AND/OR ACTION REGARDING PACIFIC ELECTRIC RIGHT-OF-WAY (PE ROW)/WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVES ANALYSIS**

ISSUE

OLDA Staff will provide an update and seeks OLDA Board guidance regarding SCAG and the PE ROW/West Santa Ana Branch Alternatives Analysis (PEROW/WSAB AA). SCAG provided a status report at the October SCAG Transportation Committee meeting (information item only) and is expected to bring recommendations to the Transportation Committee in January 2013, to be followed by the Regional Council action in February, 2013.

BACKGROUND

The PE ROW/West Santa Ana Branch Alternatives Analysis (PEROW/WSAB AA) was on the SCAG Transportation Agenda for action at the September 2012 meeting and then postponed. As directed by the OLDA Board, staff prepared and sent a letter to SCAG supporting the PEROW/WSAB AA Steering Committee Recommendations and sent a sample letter to all of its members. SCAG presented the PEROW/WSAB AA as an agenda item last week at their October 4, 2012 meeting.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented; and direct staff; and/or
2. Receive and file this report

Attachments



OLDA

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James McCarthy
Caltrans, District 7

September 19, 2012

Mr. Hasan Ikhata

Executive Director

Southern California Association of Governments (SCAG)

818 West Seventh Street, 12th 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



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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**

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Energy & Environment
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 Ikhata
Executive Director

cc: Regional Council

DATE: October 4, 2012
TO: Transportation Committee (TC)
FROM: Philip Law, Acting Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov
SUBJECT: Status Report on Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG has completed the PE ROW/West Santa Ana Branch Corridor Alternatives Analysis. SCAG's Executive Director, Hasan Ikhrata, will present a status report and will return to the TC on January, 2013 for a recommended action.

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:

SCAG, in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and Orange County Transportation Authority (OCTA), has completed an Alternatives Analysis (AA) planning study to identify a recommended strategy for improving transportation on the PE ROW that connects Los Angeles and Orange Counties. Staff will bring forward recommendations to the TC on January, 2013, to be followed by Regional Council (RC) action on February, 2013. Upon approval from the RC, staff will forward the study conclusions and recommendations to Metro and OCTA. As the owners of the PE ROW, Metro and OCTA have the discretion to proceed with the project into the engineering and environmental phases consistent with federal and state requirements. Metro Board action is anticipated in early 2013.

This project is included in the adopted 2012 Regional Transportation Plan (RTP) as the "West Santa Ana Branch ROW Corridor" and is also included in Metro's long range plan 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 and OCTA. The 2012 RTP may be amended in the future to reflect any Metro or OCTA action that further defines the project.

FISCAL IMPACT:

Funding for this study is provided in FY 12 OWP WBS# 12-140.SCG01003.

ATTACHMENT:

PowerPoint Presentation: "PE ROW/West Santa Ana Branch Corridor Alternatives Analysis"



**PACIFIC ELECTRIC
CORRIDOR**

WEST SANTA ANA BRANCH

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

Transportation Committee
October 4, 2012



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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 alternatives to connect to: LA Union Station and Santa Ana Regional Transportation Center



2



Study Process

- Initiated by Transportation Committee after 2008 Regional Transportation Plan
- Followed the Federal Transit Administration’s Alternatives Analysis (AA) process
- Study cost \$1.9 million over 2.5 years
- Extensive stakeholder and public input process
 - Metro, OCTA, OLDA coordination
 - 20 community meetings
 - Two advisory committees
 - Technical Advisory Committee
 - Steering Committee co-chaired by Metro and OCTA

3




Final Set of Alternatives



No Build



Transportation Systems Management (TSM)



Bus Rapid Transit (BRT)



Streetcar

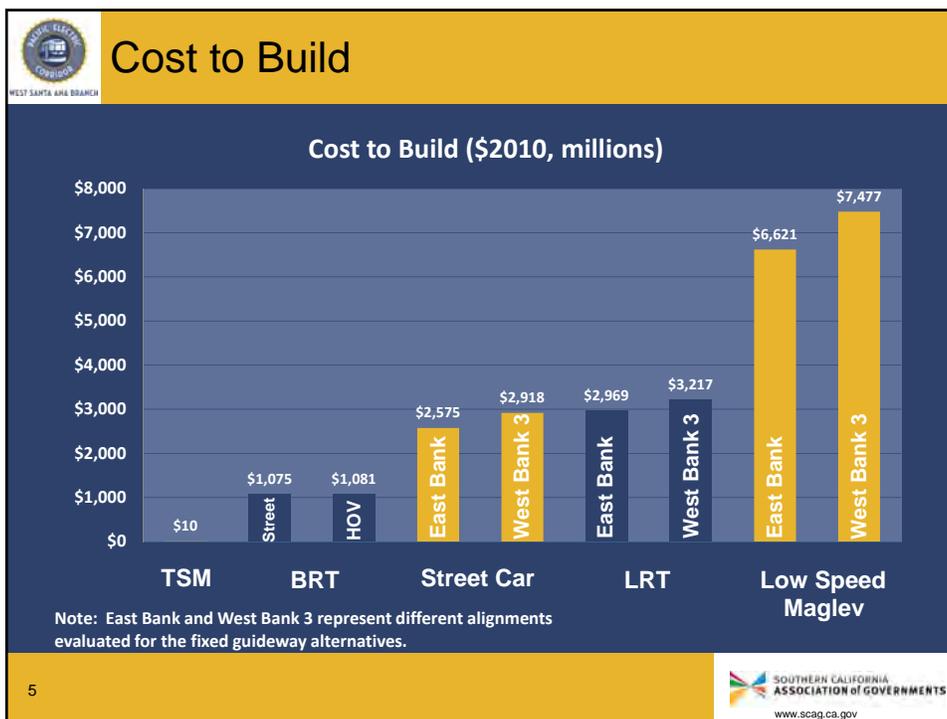


Light Rail Transit (LRT)



Low Speed Magnetically Levitated Train (Maglev)

4

5



Funding Status

Regional

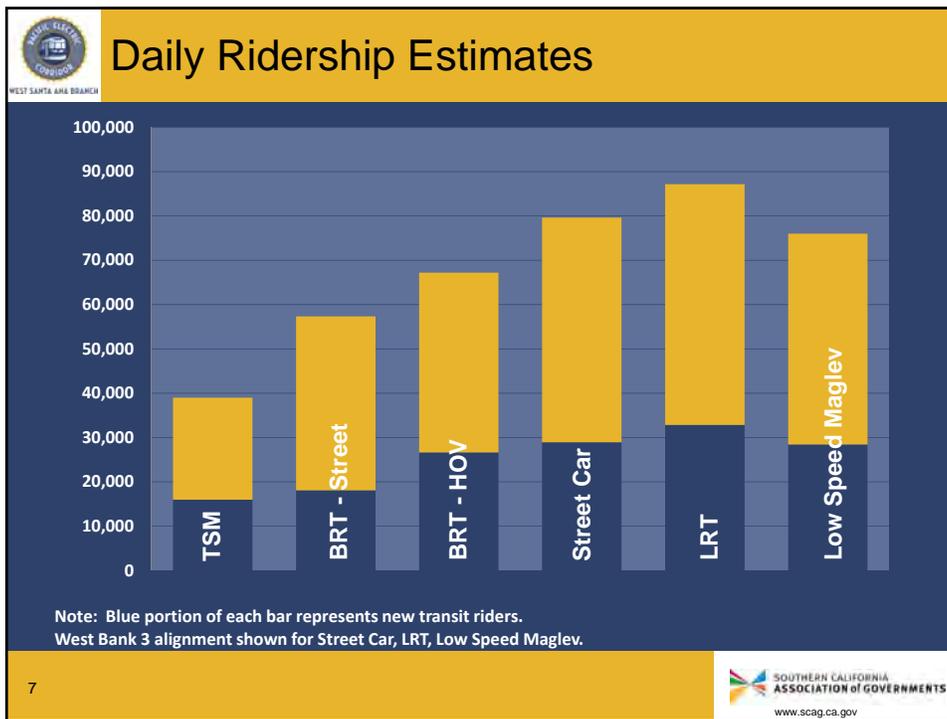
- Los Angeles County – Measure R funding = \$240 million (available FY 2015-17 to FY 2025-27)
- Orange County – currently no committed funding

Federal

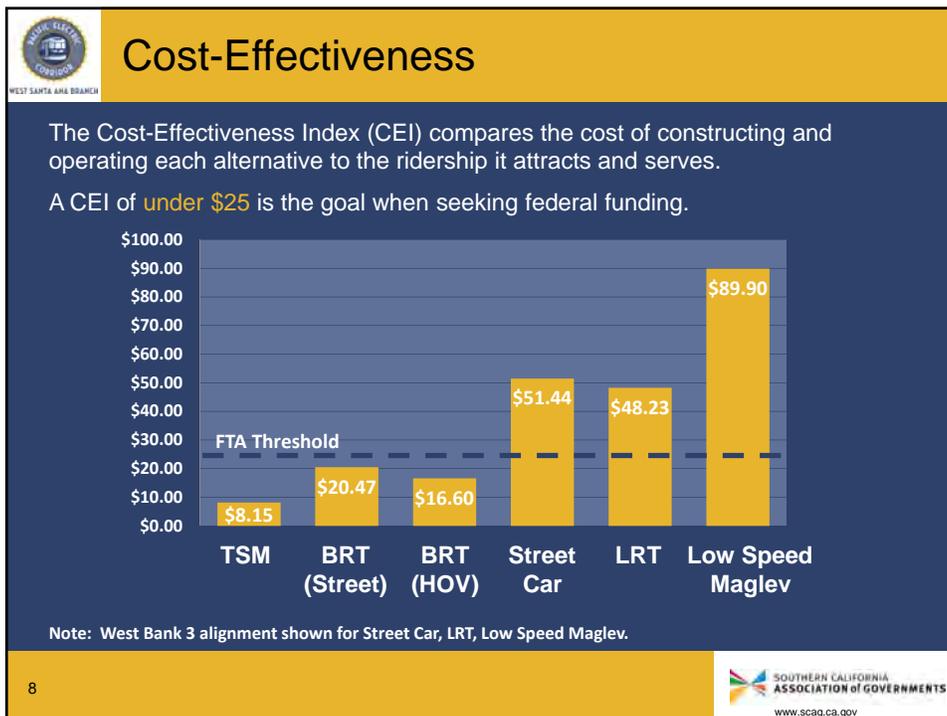
- New Starts funding – not currently in any Metro or OCTA request

6





7



8



Recommendation Process

- Recommendations are for further study by Metro and OCTA in future engineering/environmental phases (e.g., EIR/EIS)
- Recommendations reflect the technical evaluation, stakeholder and public input, and input from the TAC and Steering Committee
- Steering Committee agreed with the staff findings and recommendations
 - LA County members voted to add Low Speed Maglev to the recommendations

9



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Staff Recommendations

- To be presented to SCAG Transportation Committee for action in January 2013
- **Technology:** No Build, TSM, Light Rail Transit
- **Northern Alignment:** West Bank 3, East Bank
- **Southern Alignment:** Harbor/1st
- **Stations:** As determined with cities; Cerritos/Bloomfield deleted per Steering Committee
- **Phasing:** LA County segment given priority

10



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Next Steps

Transportation Committee Action	Jan. 2013
Regional Council Action	Feb. 2013
Metro Board	Spring 2013

11



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OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

December 12, 2012

City of Downey
Columbia Memorial Space Center
12400 Columbia Way
Downey, CA 90242

**Teleconference location at
City of Santa Clarita, 23920 Valencia Boulevard, Santa Clarita CA 91355**

Judith Norman (310) 892-9373 or Michael R. Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

AGENDA

Public comments on items on the agenda will be taken at the time the item is called and are limited to 5 minutes per speaker.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Minutes of October 10, 2012
- b. Approval of Minutes of November 14, 2012
- c. Approval of Warrant Register and Treasurer's Report for November 14, 2012 through December 12, 2012

End of Consent Calendar

5. Public Comments

Those presenting public comments on non-agendized items will be heard at this time.

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:

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City of Huntington Park

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6. Update and/or Action Regarding Caltrans Environmental Justice: Working Session
7. Update and/or Action Regarding I-5 Corridor Improvement Project
8. Update and/or Action Regarding Metro TOD II Grant
9. Update and/or Action Regarding OLDA Name Change Legal Issues
10. Update and/or Action Regarding OLDA Financial Review
11. Approval of OLDA Contract Labor Consulting Services for Dennis Brooks, Lillian Burkenheim, Corrine Montana and Barry Samsten
12. Approval of Modification of Contract for Norman Emerson
13. Approval of Modification of Contracts for Judith Norman
14. Communication Items to the Board
15. Communication Items from the Board
16. Adjournment

NEXT MEETING: January 9, 2013 – City of Glendale

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd, Paramount, CA 90723 during normal business hours.



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AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: December 12, 2012

SUBJECT: **UPDATE AND/OR ACTION REGARDING CALTRANS ENVIRONMENTAL JUSTICE: WORKING SESSION**

ISSUE

OLDA staff and cities in the environmental justice project area have prepared a presentation for the OLDA Board of Directors. The environmental justice grant funded a *context-sensitive planning study of community impacts and environmental justice goals related to the development of the OLDA transit corridor*

OLDA staff anticipates that it will come back to the board for approval of the draft report in January and final report in February, 2013.

BACKGROUND

In 2011, the City of South Gate and OLDA was awarded a Caltrans Environmental Justice Grant. Study efforts focused on efforts in the cities of South Gate, Huntington Park, Bell, Cudahy and Maywood. It also included efforts involving the cities of Bell Gardens, Downey and Paramount (see attached map).

A key component of the program included an extensive outreach program that involved a series of one-on-one and group meetings with elected officials, city staff, community and business groups. They identified a number of issues such as the need to provide long and overdue transportation options to improve access to local and regional destinations, enhance economic development and job creation opportunities. They offered creative suggestions regarding user needs for transit service that addresses user time, cost, convenience and safety considerations and the need to seek opportunities for public/private development and financial investment.

As part of the process, OLDA also supported the activities of SCAG and its consultant team, providing additional help to encourage community participation in the Alternative Analysis and providing additional planning support to help the environmental justice communities to participate in the Alternative Analysis decision making process.

Existing Conditions Overview

OLDA examined existing conditions in the study area:



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- Much of the population (85% speaks a language other than English at home. The project area relies upon congested freeway system. Local streets are also heavily utilized. There is a considerable unmet transit need with the study area. The project area has a higher transit usage per capita for work trips compared to all of Los Angeles County.
- The project area has experienced significant job loss. Future forecasts from the SCAG Alternative Analysis shows that this area may continue to experience a loss of manufacturing, warehousing and industrial jobs.
- The cities in the study area have an average unemployment rate that is 3.6% greater than the Los Angeles County average of 11.6%. This is also 4.2% higher than the State of California and 6.5% greater than the national unemployment rate.

Study Observations

Key study observations include:

- There is considerable local interest in the project.
- It is important for the communities and their representatives to participate in the transportation decision-making process.
- OLDA project supports economic development objectives and provides a means to reduce environmental justice disparities.
- There is a need to further develop, refine and analyze transit oriented development (TOD) options. This can be further studied and addressed as part of TOD II and hopefully TOD III.

FISCAL IMPACT

OLDA is completing the environmental justice project. It is critical that OLDA work closely with the City of South Gate to receive funds in a timely manner to meet its financial obligations and address potential OLDA cash flow issues.

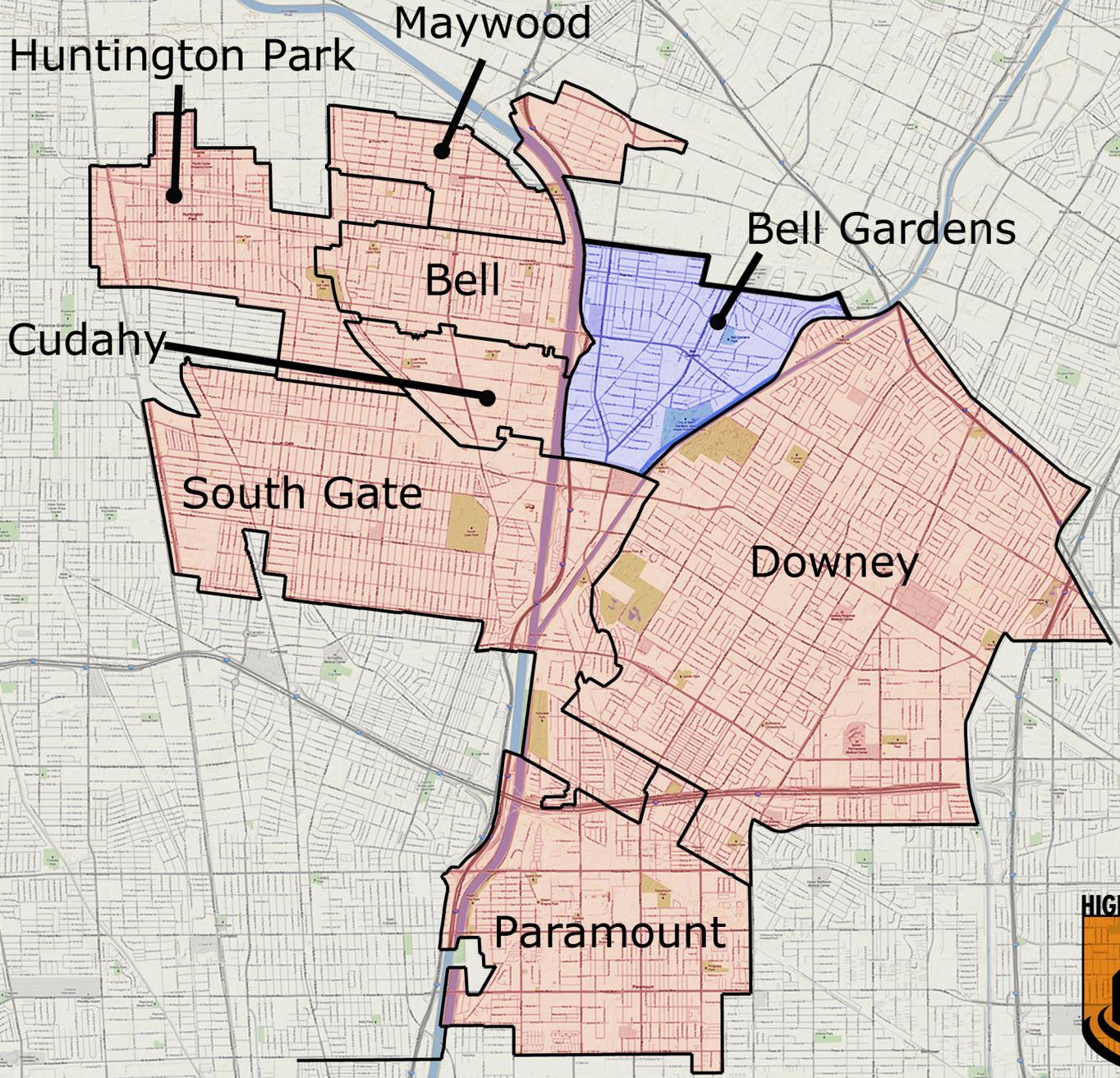
RECOMMENDATION

It is recommended that the Board:

1. Discuss preliminary project findings and offer suggestions for inclusion in the draft and final report; and/or;
2. Recieve and file the report.

Attachment

Caltrans Environment Justice Grant



**City of South Gate/Orangeline Development Authority (OLDA)
Southern Rail Corridor Community Impacts Study**

Study Purpose

To conduct a 24-month Environmental Justice (EJ) context-sensitive planning study to assess community impacts and address environmental justice goals and objectives relative to development of a transit corridor linking cities in the southern segment of the of OLDA corridor with Union Station in downtown Los Angeles.

EJ Cities/Study Partners

City of South Gate (Caltrans Grantee and Lead City)
City of Huntington Park
City of Bell
City of Cudahy
City of Maywood
City of Paramount
City of Downey
Orangeline Development Authority (OLDA)

EJ Outreach Activities Conducted

- One-on-one, group, and Board meeting with EJ city elected officials
- Community meetings and interface with the public-at-large
 - Focus Group meetings
 - Roundtable meetings
 - Booths at community events
- Executive Director presentations at City Chambers of Commerce
- Meetings with community groups and community-based organizations
- Dissemination of OLDA and EJ project fact sheets and other collateral material throughout EJ communities

EJ Cities Existing Conditions Overview

- There is considerable unmet transit need within the EJ study area and has a higher transit usage per capita for work trips (increased travel demand) in comparison with Los Angeles County as a whole.
- EJ cities have experienced significant job loss and lack of economic recovery in recent years. Future forecasts from the SCAG Alternatives Analysis show that the portion of the OLDA corridor may continue to experience a loss of industrial, manufacturing and warehousing jobs.

- EJ study city average unemployment rate is 3.6% greater than the Los Angeles County percentage of 11.5%, 4.2% greater than State unemployment rates, and 6.5% greater than the national unemployment rate.
- There is a higher of number of persons living below the poverty level in the study area, as compared with the County. The combined percentage of persons below poverty in the EJ cities (20.86%) is higher by comparison with the County (15.7%) by 5.16%
- Almost 85% of the population in the study area speaks a language other than English in the home. The community is young and living in a dense environment.
- Heavily used, congested freeway system and arterials within the study area.
- Environmentally hazardous conditions including Superfund sites that exist within study area, and there is poor ambient air quality.

Issues Raised and Discussed by EJ Elected Officials, Community Leaders and the Public

- Project provides needed long overdue transportation options for the EJ cities including improved access to local and regional destinations
- Economic development and job creation opportunities
- Location and proximity of rail stations to residential communities
- Grade separation issues
- Balancing train speed with the need for rail stations
- Timetable for completion of the project
- Estimated project costs and impacts to taxpayers
- Identifying funding to ensure completion of the project
- User fares and pricing of services
- Homeowner property values
- Potential displacement to homes and/or businesses
- Day-to-day business operations in the study area during construction periods
- Mitigation of noise impacts due to train vibration and whistles; need for community understanding of potential environmental impacts
- Congestion and availability of parking on local streets
- Greater connectivity to employment centers
- How to participate in the local and regional project planning process
- Intercommunity linkages (in and between communities and between stations)
- Compatibility with existing local and regional systems
- Opportunities for public/private development and financial investment

EJ Study Observations

- Considerable interest shown by EJ communities for the project

- Importance of participation in the decision-making process
- Opportunity for economic development and mitigation of environmental justice disparities which can result in significant positive community benefits; continue to consider and analyze all economically viable and sustainable, environmentally beneficial alternatives that are compatible with the goals and objectives of the OLDA communities
- Need to develop, refine, and analyze (TOD) station development options and identify refinements to community land use plans in an around individual station sites which would optimize positive economic opportunities for the communities within the EJ Study area



OLDA

ORANGELINE DEVELOPMENT AUTHORITY REGULAR MEETING

January 9, 2013

City of Glendale
Fire Station 21
421 Oak Street Glendale, CA 91204
Community Room – Second Floor

**Teleconference location at
City of Santa Clarita, 23920 Valencia Boulevard, Santa Clarita CA 91355**

Judith Norman (310) 892-9373 or Michael R. Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

AGENDA

Public comments on items on the agenda will be taken at the time the item is called and are limited to 5 minutes per speaker.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Minutes of December 12, 2012
- b. Approval of Warrant Register and Treasurer's Report for December 12, 2012 through January 9, 2013

End of Consent Calendar

5. Public Comments

Those presenting public comments on non-agendized items will be heard at this time.

6. Update and/or Action Regarding OLDA Name Change and Logo Development

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:

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7. Update and/or Action Regarding Caltrans Environmental Justice Project
8. Update and/or Action Regarding OLDA Mid-Year Budget Review
9. Update and/or Action Regarding Marketing and Investment Opportunities for OLDA
10. Update and/or Action Regarding SCAG Alternative Analysis
11. Update and/or Action Regarding OLDA City Manager Representative
12. Update and/or Action Regarding TOD II
13. Communication Items to the Board
14. Communication Items from the Board
15. Adjournment

NEXT MEETING: February 13, 2013 – City of Glendale

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AGENDA REPORT

TO: Members of the Orangeline Development Authority

FROM: Michael R. Kodama, Executive Director

DATE: January 9, 2013

SUBJECT: UPDATE AND/OR ACTION REGARDING CALTRANS ENVIRONMENTAL JUSTICE PROJECT

ISSUE

OLDA staff has prepared the attached draft report that summarizes findings of the study. OLDA staff has distributed the report to the cities of South Gate, Huntington Park, Maywood, Cudahy, Bell, Bell Gardens, Paramount and Bellflower.

OLDA staff would like to distribute the draft report in the project area and seeks input this month with plans to finalize the report for OLDA board approval in February 2013. All work must be completed by February 28, 2013. All documentation must be submitted within 60 days after February 28, 2013.

BACKGROUND

In 2011, the City of South Gate and OLDA was awarded a Caltrans Environmental Justice Grant. Study efforts focused on efforts in the cities of South Gate, Huntington Park, Bell, Cudahy and Maywood. It also included efforts involving the cities of Bell Gardens, Downey and Paramount (see attached map).

The study concludes that there is the need to provide long and overdue transportation options to improve access to local and regional destinations, enhance economic development and job creation opportunities. There is the need for transit service that addresses user time, cost, convenience and safety considerations and the need to seek opportunities for public/private development and financial investment.

In December 2012, OLDA staff and cities in the environmental justice project area prepared a presentation for the OLDA Board of Directors. The environmental justice grant funded a *context-sensitive planning study of community impacts and environmental justice goals related to the development of the OLDA transit corridor.*

FISCAL IMPACT

OLDA is completing the environmental justice study. It is critical that OLDA work closely with the City of South Gate to receive funds in a timely manner to meet its financial obligations and address potential OLDA cash flow issues.

RECOMMENDATION

It is recommended that the Board:



OLDA

Item 7

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1. Offer suggestions for inclusion in the final report; and/or;
2. Recieve and file the report.

Attachment

BACKGROUND

Environmental Justice is defined by the United States Environmental Protection Agency (EPA) as the “fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”¹

Under Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA), are required to “make environmental justice (EJ) part of their missions by identifying and addressing disproportionately high and adverse human health or environmental effects of funded programs, policies, and activities on minority populations and/or low-income populations. Environmental justice at FTA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.”²

In the Federal Circular C 4703.1 *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* the Federal Transit Administration (FTA) provides guidance to “State Departments of Transportation (DOT), Metropolitan Planning Organizations, public transportation providers, and other recipients of FTA funds on how to fully engage environmental justice populations in the public transportation decision-making process.”³ In addition, DOT Order 5610.2(a) sets forth the DOT policy to consider environmental justice principles in all DOT programs, policies, and activities. It describes how the objectives of environmental justice will be integrated into planning and programming, rulemaking, and policy formulation.”⁴

The guiding EJ principles followed by DOT and FTA are briefly summarized as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

¹ <http://www.epa.gov/environmentaljustice/>

² http://www.fta.dot.gov/legislation_law/12349_14740.html

³ <http://www.jurisearch.com/NLLXML/GetAct.asp?statecd=CA&sessionyr=2000&TOCID=890&userid=PRODSG&noheader=1&Interface=NLL&cvfilename=>

⁴ http://www.fta.dot.gov/legislation_law/12349_14740.html

Under California Government Code Section 65040.12, "environmental justice means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies

Consistent with the Federal EJ mission and guiding principles, the California Department of Transportation (Caltrans) established an Environmental Justice (EJ) grant funding program to:

*"promote the involvement of low-income and minority communities... and in the planning for transportation projects. EJ grants have a clear focus on transportation and community development issues to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety, and opportunities for affordable housing an economic development. Projects approved for funding must include "public participation components that address the interests of low-income, minority, Native American, and other under-represented communities. In many cases, these communities do not have the resources to influence transportation decisions and project outcomes. Therefore, the EJ grant program helps disadvantaged communities get involved to produce an outcome with community input."*⁵

In February, 2011 the City of South Gate in cooperation with Orangeline Development Authority (OLDA) and six (6) other neighboring local jurisdictions initiated a 24-month Caltrans EJ study for the purposes of assessing community impacts and addressing environmental justice goals and objectives relative to the development of the OLDA transit corridor to provide regional connectivity to cities located in the project area with Union Station in downtown Los Angeles. This reports documents the methodologies, work activities and findings arising from completion of Tasks 2, 3 and 4 of the EJ study Scope of Work.

South Gate/OLDA Environmental Justice Study Objectives

The EJ study process offered the City of South Gate and OLDA the opportunity to accomplish a number of local and subregional objectives, including but not limited to:

- Introducing the OLDA rail transit system project to the impacted communities;
- Educating and promoting active community participation in local and regional planning processes associated with the transit project;
- Developing a solid understanding of these low income and disadvantaged populations through creation of demographic and socioeconomic profiles of the EJ cities using 2010 Census data;
- Assessing whether minority and low-income communities are receiving a fair share of benefits, or a disproportionate share of burdens; and
- Identifying and beginning the process to find ways to mitigate any economic, social and environmental justice issues within the southern segment of the OLDA corridor.

⁵ <http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtp.html>

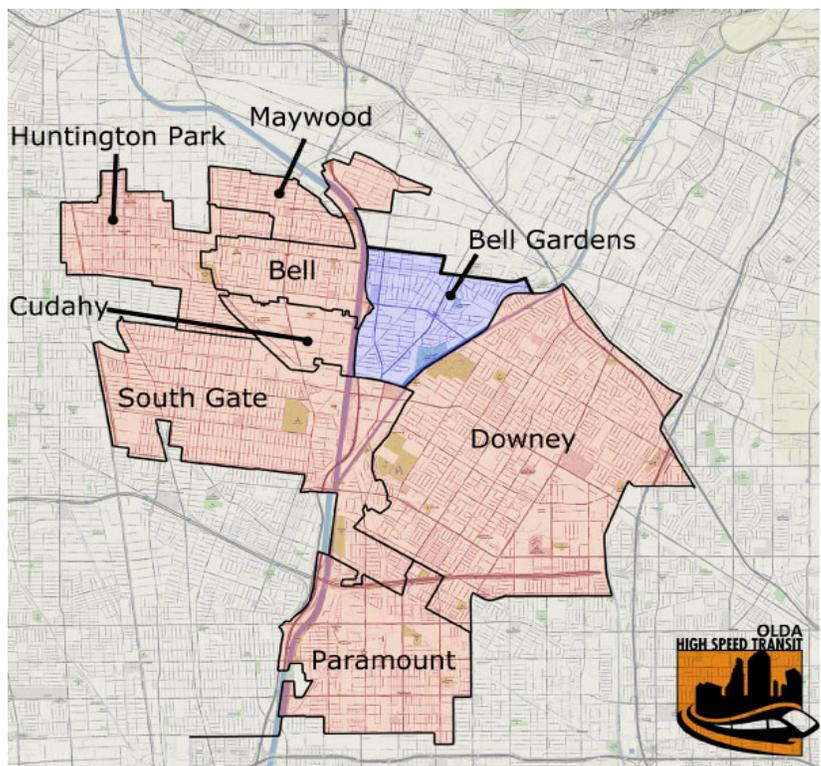
STUDY AREA OVERVIEW

The City of South Gate and the other local jurisdictions who participated in the EJ study, specifically, the cities of Huntington Park, Bell, Bellflower, Cudahy, Maywood, and Paramount, are geographically located in the southeast or “Gateway Cities” subregion of Los Angeles County and in the OLDA southern segment of the OLDA corridor, southeast of downtown Los Angeles. Subregional planning for this geographic area of the county is coordinated through the Gateway Cities Council of Governments (COG), which encompasses a population of approximately 2.4 million people.

While Bellflower and Paramount can be considered in need of environmental justice, most of the effort for this environmental justice project focused on the cities of South Gate, Huntington Park, Bell, Cudahy and Maywood which suffers from an even greater and more disproportionately high and adverse environmental impact with a large minority populations and a low-income populations lower than almost all the communities in Los Angeles County.

A key part of the study effort involves station locations and the creation of collaborative efforts in the OLDA corridor. Since the City of Downey shares a station with South Gate, it was included in the study efforts. The City of Bell Gardens also became involved in the study efforts due to its close proximity to a potential Huntington Park station, its location (near Maywood with boundaries with Bell, Cudahy and South Gate) and its interest in OLDA (becoming an OLDA member on September 24, 2012),

OLDA is a 15-member Joint Powers Authority (JPA) created to develop an environmentally friendly, grade-separated high speed transit system connecting Santa Clarita to Cerritos via Downtown Los Angeles. OLDA served as a sub-recipient of South Gate, an integral and active project partner on the EJ study that provided the City of South Gate with a significant level of project participation and oversight, as well as, management of consultants assigned to work on the project.



SUMMARY OF OLDA SOUTHERN CORRIDOR TRANSPORTATION PROJECTS AND PLANNING ACTIVITIES

Southern California Association of Governments (SCAG) Pacific Electric Right-of-Way/West Santa Ana Branch Alternatives Analysis (AA) Study

The most significant study which was initiated by the Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA) in cooperation with OLDA in February 2010, was the Pacific Electric Right-of-Way/West Santa Ana Branch (PEROW/WSAB) Alternatives Analysis (AA).

OLDA on behalf of the City of South Gate supported and contributed the activities of SCAG and their consultant team, by encouraging community participation in the AA study, and by providing considerable planning, and document review and analysis to facilitate EJ cities participating in the Alternative Analysis decision-making process.

Active involvement by the City of South Gate, study area elected officials, EJ community residents, and OLDA and their consultants was critical to SCAG in ultimately identifying the most viable transit project alternatives under consideration. The issues and alternatives recommended for further study as a result of the AA study are discussed later in this report.

ADDITIONAL PLANNING EFFORTS UNDERWAY

In addition to the SCAG AA study, several OLDA and EJ city planning studies are being conducted and/or are planned in 2013, as described below:

Los Angeles County Metropolitan Transportation Authority (Metro) Transportation Land Use (TLU) Grant

A transportation land-use grant was initially awarded to the City of Cerritos to review local alternatives for land use around the proposed City of Cerritos station. However, working cooperatively with OLDA in an effort to promote and encourage corridor-based planning activities, the City allocated a portion of the funds from this grant to both define and outline transit oriented development (TOD) principles to encourage local TOD planning activities.

OLDA identified specific planning approaches and actions that could enable TOD opportunities in the corridor including:

- Developing clear land-use alternatives
- Ensuring understanding of market demand
- Forecasting ridership
- Minimizing land-use conflicts
- Analyzing the impact of zoning requirements on potential density in station areas
- Establishing density standards

- Locating key services near stations

Other transit oriented development objectives that will be considered include:

- Capturing the value of transit
- Maximizing neighborhood and station connectivity
- Creating seamless connections and establishing transit hubs at station locations
- Enhancing opportunities for public spaces around stations
- Designing surrounding streets for person carrying
- Creating multimodal performance standards that emphasize person carrying capacity
- Creating affordable and accessible housing
- Managing parking effectively including on-street, off-street and commuter parking issues in station areas

Recognizing that there was a unique opportunity to facilitate and encourage TOD-related local planning efforts in the corridor, using the remaining grant funds, the City of Cerritos in cooperation with OLDA developed and distributed a request for projects to OLDA member cities to submit fundable land use/transportation projects. In order to be awarded funding projects would need to be consistent with OLDA TOD principles and objectives.

As a result, a total five (5) projects were approved for funding by the OLDA Board of Directors. Project funding was awarded to the cities of Cerritos, Santa Clarita, South Gate, Cudahy and Downey. Two of the five (5) TLU projects selected for funding are located within the EJ study area.

Project planning activities will focus on local station areas, specifically preparation of plans and profile drawings for the station placements, rail alignment alternatives, including surface and elevated stations, structures (including tunnels and bridges), and major surface improvements. The OLDA southern corridor funded projects include:

- City of South Gate - OLDA Station Vision Project
- City of Cudahy/OLDA – Transit Integration and Pedestrian Linkage Study

Both of the projects selected in the study area are briefly described below.

Project 3: City of South Gate - OLDA Station Vision Project

The City of South Gate has a population of over 100,000 residents and a median household income of \$35,000, with an estimated 21% of the residents living in poverty. The City of South Gate project will analyze plan, and create a vision for the proposed OLDA station. The results of the work conducted will be used to develop the conceptual station layout for the Firestone/Atlantic station. Much of this effort will focus on the station's structural characteristics and design elements.

The City of South Gate and the City of Downey will also be involved in station planning in Downey. This station is projected to be a major county facility while providing access to both Downey and South Gate.

Project 4: City of Cudahy/OLDA – Transit Integration and Pedestrian Linkage Study

City of Cudahy and OLDA will examine current transit service and pedestrian infrastructure and deliver recommendations on how to develop transit service and pedestrian infrastructure that can link the City of Cudahy to the proposed OLDA transit station in South Gate at Atlantic and Firestone. It may include inclusion and location of potential transit friendly parking lots at the station. The project will evaluate how Cudahy residents and businesses can access the proposed OLDA stations located adjacent to the City of Cudahy. Currently, the primary station is proposed in South Gate. Station access may also include proposed stations in Huntington Park or Vernon currently under study as part of the SCAG Alternatives Analysis.

The TLU funded projects are scheduled to begin in the first quarter of FY2013.

SCAG Compass Blueprint Program Projects

Compass Blueprint grants were awarded by the Southern California Association of Governments (SCAG) to the cities of Bellflower and South Gate to identify and establish local priorities and initiatives in support of OLDA project development, as follows:

Bellflower – Development of a clear vision and set of development standards aimed at attracting and managing growth in the underserved geographic area; and

South Gate – Rail Station Concept Development and Specific Plan

These projects are anticipated to be completed in 2013.

STUDY AREA OVERVIEW

City of South Gate

South Gate is the sixteenth largest city in Los Angeles County encompassing 7.5 square miles. According to the 2010 U.S. census, the city had a population of 94,396, with 12,586 persons per square mile. The City has a large youth population as 31.1% of the residents are under 18, and 8.4% are under 5 years of age.

The vast majority of the residents of South Gate identify as persons of Hispanic or Latino origin (94.8%). Only 3.4% of the population is White persons not Hispanic, and 3.7% identify with two or more other races. Almost half of South Gate residents are foreign born (45.6%), and approximately 88.5% speak a language other than English⁶ in the home. The median household income of in South Gate is \$43,268 (\$13,913 per capita money income) with an average of 3.97 persons per household. A total of 18.5% of the population are reported as living below the poverty level, which exceeds the State's average of 13.7% by 4.8%.

City Demographic/Socioeconomic Profiles

The City Demographic/Socioeconomic profile focuses on the City of South Gate and the original OLDA study partners including Huntington Park, Bell, Bellflower, Cudahy, Maywood and Paramount.

Table 1 below shows demographic data⁷ specific to project study area cities, as compared to Los Angeles County as a whole.

**Table 1
EJ Cities Population/Ethnicity Profiles**

City	Total Population	% White (not Hispanic)	% Hispanic or Latino	% Asian persons	% American Indian/Alaskan Native	% Black Persons
South Gate	94,396	3.4	94.8	0.8	0.9	0.9
Huntington Park	58,114	1.6	97.1	0.7	1.3	0.8
Bell	35,477	4.9	93.1	0.7	0.9	0.9
Bellflower	76,616	19.5	52.3	11.6	1.0	14
Cudahy	23,805	2.1	96.0	0.6	1.0	1.4
Maywood	27,395	1.8	97.4	0.3	0.8	0.6
Paramount	54,098	5.6	78.6	3.0	0.8	11.7
Total/Comb.Avg. EJ Cities	346,120	5.56	87.04	2.53	0.96	4.33
County of L.A.	9,818,605	27.8	47.7	13.7	0.7	8.7

(a) Hispanics may be of any race, and are also included in other applicable race categories.

⁶ <http://quickfacts.census.gov/qfd/states/06/0673080.html>

⁷ Ibid.

Table 1 shows that Latinos and Hispanics make up the majority of the EJ study area population. The combined average percentage of Hispanic or Latinos residing in the study EJ cities is 40% higher the percentage residing in Los Angeles County (47.7%). In fact, a total of five of the seven cities, with the exception of Bellflower and Paramount, have Hispanic/Latino populations which exceed 90% of each city's population. In addition, the combined average percentage of White Non-Hispanic persons residing in the EJ cities (5.56%) in comparison with Los Angeles County (27.8%) is significantly lower.

The combined percentages of Asian (2.53%) and Black (4.33%) persons, is also lower in comparison with the County, although American Indian/Alaskan Native members of the population is slightly higher.

Table 2
EJ Cities Income Profiles

City	Persons per Household	Median Income	Per Capita Income	% Persons Below Poverty	% of Households Language Other than Engl. Spoken in Home
South Gate	3.97	\$ 43,268	\$ 13,913	18.5	88.5
Huntington Park	4.03	\$ 37,224	\$ 12,563	24	94.2
Bell	3.82	\$ 38,473	\$ 12,671	22.6	89.1
Bellflower	3.13	\$ 50,565	\$ 20,345	13.1	54.1
Bell Gardens	4.18	\$ 39,167	\$ 12,146	22.7	93.4
Cudahy	4.26	\$ 41,805	\$ 12,084	24.3	90.8
Maywood	4.15	\$ 38,740	\$ 12,164	22.5	91.9
Paramount	3.72	\$ 41,333	\$ 13,936	19.2	75.0
Total/Comb.Avg. EJ Cities	3.91	\$ 41,322	\$ 13,728	20.86	84.63
County of L.A.	2.97	\$ 55,476	\$ 27,344	15.7	56.4

Table 2 shows that the combined average number of persons per household in the EJ study cities is higher than the County percentage. In addition, the median and per capita income of the cities, both individually and combined is lower, as compared to Los Angeles County. Of significance is higher of number of persons living below the poverty level in the study area, as compared with the County. The combined percentage of persons below poverty in the EJ cities (20.86%) is higher by comparison with the County (15.7%) by 5.16%. In addition, almost 85% of the population in the study area speaks a language other than English in the home.

Additional analysis performed as a result of the SCAG AA study specific to the EJ study cities indicates that "Low-income households are distributed throughout both county portions of the study area, with the highest number (45 percent) located in the northern Los Angeles County portion of the study area."⁸

⁸ SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, Chapter 1-page 1-6, April 2012.

Table 3 also shows EJ city unemployment rates as compared with Los Angeles County, with California and nationally.

**Table 3
Unemployment Rates⁹
November 2012**

Area Name	Labor Force	Employ- ment	Unemployment Number	Unemployment Rate
Bell	15,900	13,500	2,400	15.2%
Bellflower	36,400	32,100	4,300	11.7%
Cudahy	9,900	8,300	1,600	16.0%
Huntington Park	26,900	22,300	4,600	17.1%
Maywood	12,300	10,200	2,100	16.7%
Paramount	24,800	20,700	4,200	16.7%
South Gate	41,400	35,300	6,100	14.7%
EJ Gateway Cities Total	167,600	142,400	25,300	15.1%
Los Angeles County	4,868,300	4,306,800	561,500	11.5%
State of California Total	18,185,300	16,206,500	1,978,800	10.9%
United States Total Percentage				8.6%
Note: Data not seasonally adjusted				

Note: Data not seasonally adjusted

The table shows that the EJ study city average unemployment rate is 3.6% greater than the Los Angeles County percentage of 11.5%, 4.2% greater than State unemployment rates, and 6.5% greater than the national unemployment rate. Individually, the EJ cities, with the exception of the City of Bellflower, show unemployment rates that are significantly higher by comparison than those shown for the County, the State and nationally.

These figures validate the fact that the EJ study cities or “Northern Connection Area” cities as identified in the SCAG AA analysis have experienced significant job loss and lack of economic recovery in recent years. The AA analysis indicated that “Future forecasts show the northern Los Angeles County portion of the Corridor continuing to experience the loss of manufacturing and warehousing jobs...”¹⁰

The cumulative effect of loss of jobs and the associated income in these densely populated cities has increased the number of families and individuals living in poverty and created a special need to initiate plans and actions that can work to stimulate job growth and economic recovery.

⁹ <http://www.labormarketinfo.edd.ca.gov/Content.asp?pageid=1006>

¹⁰ SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, Chapter 1-page 1-6, April 2012

INVENTORY OF TRANSPORTATION/TRANSIT RESOURCES

A review of transportation/transit services operating in the EJ study cities was conducted to determine the fixed-route and demand-responsive services provided by the cities, and operated by the Los Angeles County Transportation Authority (Metro) the regional transportation provider. Table 4 below provides an overview by City/Operator of services operating in the study area. In addition, a brief overview of services operating in the EJ communities is also provided.

Table 4
Transit and Paratransit Services Operated by EJ Cities

City/ Operator	Mode(s)	FR Wkday Op. Hours	FR Wkend Op. Hours	DR Wkday Op. Hours	DR Wkend Op. Hours	Route-Line#/ Designation
South Gate	Fixed-Route; Demand Responsive	M-F 7:00 a.m. - 7:00 p.m.	Saturday 8:00 a.m. - 5:00 p.m.	M-F 1:00 p.m.-7:00 p.m.	N/A	Get Around Town Express (GATE); Phone-A-Ride(PAR)
Huntington Park	Fixed-Route; Demand Responsive	M-F 8:00 a.m. - 8:47 p.m.	Saturday/ Sunday 8:00 a.m. - 5:52 p.m.	24/7 including holidays	24/7 including holidays	COMBI - Pacific Blvd. Shuttle
Bell	None	None	None	None	None	None
Bellflower	Fixed-Route; Demand Responsive	M-F 7:00 a.m. -5:00 p.m.	None	M-F 9:00 a.m. - 5:00 p.m.	Saturday 9:00 a.m. - 5:00 p.m.	Bellflower Bus Bellflower DAR
Cudahy	Fixed-Route; Demand Responsive	M-F 7:00 a.m. - 5:00 p.m.	Saturday 7:00 a.m. - 5:00 p.m.	M-F 7:00 a.m. - 5:00 p.m.	Saturday 9:00 a.m. - 3:00 p.m.	Cudahy Area Rapid Transit
Maywood	None	None	None	None	None	None
Paramount	Fixed-Route; Demand Responsive	Easy Rider: M-F 7:00 a.m. - 6:00 p.m. College Bound Bus: 6:30 a.m. - 12:00 p.m. / 3:30 p.m. -10:30 p.m.;	None	24/7	24/7	Paramount Easy Rider Shuttle Rte 1; College Bound Bus; DAR, Taxi Voucher Service

City of South Gate

Phone-A-Ride

The City of South Gate provides Phone-A-Ride (PAR) is a service for qualified South Gate residents that are 62 years of age or older and/or those having permanent disabilities. The program provides reliable and affordable transportation for those who have limited transportation options. Trips can be made to the grocery store, medical appointments and other necessary trips inside city limits and identified satellite locations outside of the City. Participants receive 26 one way trips per month and pay only \$1.00 per trip. \$1.00 payment is made directly to the driver. There is a \$10.00 registration fee renewable annually. The service is provided by Fiesta Taxi under contract to the City.

Get Around Town Express (GATE)

The City of South Gate also operates a contracted fixed-route service which commenced operation in May 2010. Service is operated Monday Friday and Saturday. Westside Route Buses are on 18-20 minute headways. Service runs from Santa Fe and Southern to Atlantic and Tweedy.

City of Huntington Park

COMBI – Pacific Blvd. Shuttle

The City of Huntington Park operates a fixed-route service for residents which travels along Pacific Boulevard between Slauson and Florence Avenues. The service operates Monday – Friday 8:00 a.m. – 8:47 p.m. and on Saturdays and Sundays 8:00 a.m. – 5:52 p.m. Weekday service operates on 10-15 minute headways between 12:00 p.m. – 6:00 p.m. Regular fares are \$0.50, and are half-price (\$0.25) for seniors, persons with disabilities and children four years of age and younger.

Huntington Park Dial-A-Ride

The City operates door-to-door Dial-A-Ride service for eligible residents who are 62 years of age and older and for persons with disabilities. Riders must be certified by the City by showing proof of Huntington Park residency. The service is operated 24 hours seven days per week. The service operates within city boundaries, and two miles outside the city to specified satellite medical locations. Passengers must pay for trips taken beyond the 2-mile outside the city boundary and for trips not originating from satellite locations. Fares for the service are \$0.25 with a maximum of 40 trips which can be taken by individual riders per month. The service is operated by Fiesta Taxi under contract to the City.

City of Bellflower

Bellflower Bus

The City of Bellflower operates within the city limits, with all service beginning and ending each ½ hour at Bellflower Transit Center. The service operates Monday – Friday 7:00 a.m. – 5:00

p.m. No weekend or holiday service is provided. Regular fares for the service are \$0.50, and are \$0.25 for persons aged 55 and over, persons with disabilities and for children 5 and under.

Bellflower Dial-A-Ride

The City operates curb-to-curb Dial-A-Ride service to eligible Bellflower residents who are 55 years of age and for persons with disabilities at any age. Operating days and hours are Monday-Friday 7:00 a.m. – 5:00 p.m. and on Saturdays 9:00 a.m. – 5:00 p.m. Service is not operated on holidays. Same day service is not available, and reservations should be made at least 48 hours in advance. A one-way regular fare of \$0.50 is charged for trips within the city limits. A fare of \$2.00 is charged for trips outside the city.

City of Cudahy

Cudahy Area Rapid Transit

The City of Cudahy operates both fixed-route and demand responsive services. Cudahy Rapid Transit (C.A.R.T.) provides general public local circulation service to community destinations. The service operates Monday – Saturday 7:00 a.m. – 5:00 p.m.

Cudahy Dial-A-Ride

The City operates a Dial-A-Ride service for eligible residents who are seniors and persons with disabilities. The service operates Monday – Saturday 9:00 a.m. – 3:00 p.m.

City of Paramount

The City of Paramount operates a number of services as described, as follows:

Easy Rider Shuttle

Fixed-route shuttle operating on 2 routes serving major activity centers within the city, including Wal-Mart, Paramount High School and City parks. The service is operated Monday – Friday from 7:00 a.m. – 6:00 p.m. The service is open to residents and fares are \$0.50 for a one-way trip.

College Bound Bus

Shuttle service provided for Paramount residents to Cerritos College and Long Beach City College (Liberal Arts Campus). There are four pick-up and drop-off zones throughout the city for riders. Operating times include a morning span (6:30 a.m. to 12:00 p.m.) and a late afternoon/evening span of service (3:30 p.m. – 10:30 p.m.).

Dial-A-Ride

Door-to-door demand-responsive service provided for those needing assistance traveling to a specific location in the city.

Taxi Voucher Program

Under contract the City offers a Taxi Card/Voucher for seniors and persons with disabilities traveling medical appointment in the city and at outside the city medical facilities (within a 5-mile radius). Users of the service must show proof of age and/or disability to use the service.

Metro Fixed-Route Services

There are number of Metro routes that traverse the EJ study area, as follows:

- 60 – North/South – South Gate – 10-20 minute headway
- 108 – East/West Route - Huntington Park
- 110 – East/West Route – Huntington Park, Bell
- 111 – East/West Route – Huntington Park, Bell
- 115 – East/West Route – South Gate, Cudahy
- 251 – North/South Route – Huntington Park
- 311 – East/West Route – Huntington Park, Bell
- 611 – Local Circulator – Huntington Park Shuttle
- 612 – Local Circulator – South Gate, Huntington Park, Bell
- Metro Green Line – East/West light rail service

Despite the amount and frequency of service, Metro routes predominantly serve destinations on the west side area of the county, with only two local circulation routes that provide limited “arterial-centered” transit coverage. This creates the need for riders make multiple transfers to destinations within the EJ communities. Metro’s local circulation routes supplement the small-scale fixed-route general public service operated within the EJ cities by providing inter-city connectivity that is not available on city-operated services.

The SCAG AA study findings validated the fact that residents living and traveling in and through this portion of the rail corridor continue to face “significant transportation challenges.”¹¹ In the evaluation of transit and travel options in the Northern Connection Area, the study indicated that “residents have limited access to the regional and Metro rail system in Los Angeles County. A single connection to the Los Angeles County rail system exists through the east-west running Metro Green Line. This Light Rail Transit (LRT) line operates in the northern portion of the study area, but does not serve the Corridor’s primarily north-south travel patterns.”¹² “With the forecast population and employment growth, the lack of investment in the area’s transit infrastructure will limit mobility and transportation choices, adversely affecting future Corridor travel and economic vitality.”¹³

¹¹ SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, Chapter 1- page 1-11, April 2012

¹² SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, Chapter 1- page 1-8, April 2012.

¹³ SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, Chapter 1-page 1-10, April 2012.

PACIFIC ELECTRIC RIGHT-OF-WAY (PEROW) / WEST SANTA ANA BRANCH CORRIDOR ALTERNATIVE ANALYSIS STUDY PROCESS

In February 2010, one year prior to the start-up of the Caltrans EJ study, SCAG began conducting the AA study to assess transportation issues for Pacific Electric Right-of-Way/West Santa Ana Branch Corridor (PEROW/WSAB). The purpose of the AA study was to identify and evaluate transportation alternatives and present final recommendations for the entire rail corridor, which includes the southern segment of OLDA and the EJ study area.

The City of South Gate, OLDA and other EJ and member cities participated closely in the development of the AA study process alongside SCAG, the Los Angeles Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA). AECOM was selected to conduct the study.

As the AA study was initiated, a Steering Committee and a Technical Advisory Committee (TAC) were established to assist SCAG and their consultants in identifying transportation needs and alternatives relative to the PEROW/WSAB corridor. OLDA Board members (including representatives from EJ study cities*) and Executive staff directly participated in the planning and evaluation process as members of the Technical Advisory and Steering Committees, and are identified, as follows:

Technical Advisory Committee Members:

- OLDA Executive Director
- OLDA Deputy Executive Director
- City Staff

City Steering Committee Members:

- City of Artesia Councilmember/OLDA Board Member
- City of Bell Vice Mayor/OLDA Board Member*
- City of Bell Gardens Vice Mayor/OLDA Board Member*
- City of Bellflower Councilmember/OLDA Board Member*
- City of Cerritos Mayor Pro Tem/OLDA Board Member
- City of Cudahy Mayor Pro Tem/OLDA Board Member*
- City of Downey Mayor/OLDA Board Member*
- City of Huntington Park Mayor/OLDA Board Member*
- City of Paramount Vice Mayor & Councilmember/OLDA Board Member*
- City of South Gate Councilmember/OLDA Board Member*
- City of Vernon Councilmember/OLDA Board Member

In addition to participation on the AA study Steering and TAC Committees, OLDA staff worked diligently with the elected officials, city management and staff to ensure that the AA study dialogue with businesses, community and civic leaders and the public resulted in development of a broader understanding of the transportation planning issues for each individual city.

Working closely with SCAG and their consultants on the AA study, allowed OLDA Executive staff and Board members to bring the most current information about the study back to the communities involved in the EJ study for feedback and discussion. Elected officials and city staff also provided OLDA with information and direction to better engage their communities.

Given the obvious interrelationship between the AA study and the EJ project, the City of South Gate and OLDA recognized the unique opportunity for EJ cities to participate in the regional planning process directly associated with the OLDA project. Facilitating community participation also allowed a more thorough identification and examination of EJ related issues within the study area. The activities undertaken by the City of South Gate, OLDA staff and EJ consultants specific to the EJ study and pertaining to the AA study process are discussed below.

ASSESSMENT AND ANALYSIS OF TRANSIT CORRIDOR ISSUES

AA Study Purpose, Goals and Objectives

“The purpose of the AA study was to explore opportunities for connecting Los Angeles and Orange Counties through the reuse of the Pacific Electric Right-of-Way/West Santa Ana Branch PEROW/WSAB) corridor, which is inclusive of the southern segment of OLDA corridor and the EJ study area. The AA study also evaluated possible connections from the PEROW/WSAB Corridor north to Union Station in Downtown Los Angeles, and south to the Santa Ana Regional Transportation Center (SARTC).”¹⁴

Although the SCAG AA study considered the entirety of the PEROW/WSAB, this report dissects the analysis and focuses upon the EJ study cities in the southern section of the OLDA corridor. The findings of the AA analysis specific to the EJ study area were useful in informing EJ outreach activities, and were also considered alongside EJ study findings.

AA Study Goals and Objectives

A total of five (5) major goals and objectives were established by SCAG and their consultants to guide the process “in accordance with Federal Transit Administration (FTA) project evaluation criteria, as follows:

1. Incorporate Public Stakeholder Input into Recommended Solution
2. Provide Mobility Improvements for the Corridor
3. Identify a Cost-Effective Solution
4. Work in Cooperation with Land Use and Economic Development Goals for the Project Area
5. Identify A Project with Little or No Environmental Impact”¹⁵

Overview of the PEROW/WSAB

The PEROW/WSAB corridor is co-located in both Los Angeles and Orange Counties along the abandoned Red Car right-of-way and includes a 20-mile transit corridor, which is not under current use for mass transit. Pacific Electric closed passenger operations in the Corridor in the 1950s and the right-of-way is now owned by Metro and OCTA. The northernmost point included in the AA study area is Union Station in Downtown Los Angeles and the southernmost point is I-405 Freeway. The AA study area includes an approximate width of eight miles, with four miles on either side and the I-5 and I-405 as loose boundaries to the east and west.

¹⁴ SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, Chapter 1, page 1-1, April 2012

¹⁵ http://www.scag.ca.gov/perow/documents/aa_report/Section%202_AA%20Document_Revised%20Draft.pdf

The AA study analysis divided the PEROW/WSAB into three sections which were determined by physical and agency boundaries. This section of the report will focus upon the “*Northern Connection Area*” as identified in the AA study, which encompasses the EJ study cities, along with other “Gateway Cities” including Bell, Bell Gardens, Compton, Cudahy, Downey, Huntington Park, Los Angeles (part), Lynwood, Maywood, Norwalk, Paramount (part), South Gate, and Vernon.”¹⁶ It does not include the City of Bellflower in this analysis.

Area Demographics

The AA study also included a broad-based demographic and economic review of the entire PEROW corridor which described the existing demographic and economic conditions in the Northern Connection Area in general, as follows:

Demographic/Socioeconomic

- Highly populated and densely developed
- Large number of households having limited or no access to an automobile
- Significant number of low income and transit-dependent households

Economic

- Several employment centers and clusters of industrial and manufacturing facilities
- Disproportionate share of job loss as compared to the rest of the PEROW corridor
- Economically restructured area, which has experienced a transition from industrial jobs to service sector jobs

In addition, the AA study included an in-depth transportation evaluation and analysis conducted for the purpose of assessing “transportation conditions, including freeway, arterial, and transit networks along with future highway and transit projects”.¹⁷ This analysis determined the following:

Transportation

- Most frequent trip purpose is weekday travel to work, typically occurring in the morning and evening peak periods
- Heavy congestion on major freeway system and adjacent arterials serving the area
- Existing transit service predominantly consists of bus service
- Limited transit projects are planned or underway to meet the mobility needs of the area

The transportation analysis concluded that “*without improvements to the transportation system, the corridor will experience several mobility issues, including freeway and arterial congestion, transit system constraints, and limited travel alternatives.*”¹⁸ In addition, “*given the high travel*

¹⁶ SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, Chapter 1, page 1-3, April 2012

¹⁷ http://www.scag.ca.gov/perow/documents/aa_report/Section%203_AA%20Document_Revised%20Draft.pdf

¹⁸ Ibid.

demand and significant forecasted growth in the Corridor, the development of a multi-modal, high-capacity transportation system is needed to meet current and future mobility needs for the Corridor.”¹⁹

The findings are consistent with the EJ study research conducted and provides a definitive validation of the critical need to increase participation by members of the identified disadvantaged populations and their elected officials in local and regional planning and decision-making activities on transportation projects impacting their communities, as “improved mobility has become a more pressing need for the Corridor.”²⁰

DEVELOPMENT OF TRANSIT CORRIDOR ALTERNATIVES/SCENARIOS

Screening and Evaluation of Alternatives

The AA study included three phases of evaluation to enable screening of a wide-range of possible alternatives in order to identify the most viable alternative(s) that could best meet the identified project goals, as follows:

1. “Conceptual Alternatives Screening: evaluation of alternatives “based upon previous studies and early outreach efforts” in consideration of local goals and policy and technical feasibility;
2. Initial Screening: evaluation of “technical and environmental factors and public input”; included “selection of build options for further study;
3. Final Screening: selection and study of “final build options, including technical and environmental analysis, conceptual-level engineering and stakeholder feedback.”²¹

The City of South Gate, OLDA staff and other EJ member cities were directly involved with SCAG and their consultants during all three phases of the AA study.

Alternatives Considered

During the Initial Screening stage of the AA process, six (6) alternatives were identified for evaluation and approved by the AA study Steering Committee for further review.

“The alternatives included two baseline alternatives and four “build” alternatives, as follows:

“Two baseline alternatives:

1. **No Build** – This alternative represents the completion of Corridor transit, highway, and other transportation projects that have approved local, county, state, and federal funding.

¹⁹ Ibid.

²⁰ Ibid.

²¹http://www.scag.ca.gov/perow/documents/aa_report/Section%202_AA%20Document_Revised%20Draft.pdf

2. **Transportation Systems Management (TSM)** – This option maximizes the use and effectiveness of the existing transportation system through a set of proposed transit, highway, bicycle, and pedestrian projects. The TSM Alternative is presented as: a **Core Service Project** representing bus service providing a service alignment similar to the build alternatives and a **Corridor System** option which includes the Corridor-wide TSM transit and arterial system improvement projects identified with Metro and OCTA staff for Los Angeles and Orange counties respectively.

Four “build” or construct and operate a new transit system alternatives:

3. **Bus Rapid Transit (BRT)** – This build option represents a high capacity, high speed bus service primarily operating in dedicated lanes similar to the Metro Orange Line in Los Angeles County. Two BRT alternatives were identified: a **Street-Running** option providing limited stop service with signal priority improvements; and **HOV Lane-Running** express bus service operating in HOV lanes along the I-105 freeway and I-110/Harbor Transitway.
4. **Street Car** – This build alternative proposes a community-oriented rail system similar to that being considered by the cities of Santa Ana and Garden Grove in Orange County, and in operation in Portland and other U.S. cities.
5. **Light Rail Transit (LRT)** – This option consists of a rail system similar to the Gold and Blue lines operated by Metro in Los Angeles County.
6. **Low Speed Magnetic Levitation (Maglev)** – This alternative proposes service similar to that provided by the Linimo System operating in Nagoya, Japan.”²²

Environmental Impacts

The AA study also considered impacts on the “physical environment which were evaluated for each alternative”²³. This exercise was “preliminary level of environmental analysis including existing information about alignment and station design”²⁴, which will continue to be refined. The analysis included the following considerations:

- “Land use and Economic Development
- Land Acquisition
- Design Aesthetics
- Cultural Resources
- Air Quality
- Climate Change
- Energy
- Noise and Vibration
- Parks and Recreation Resources
- Safety and Security

²² SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, Chapter 7, page 7-5, April 2012.

²³http://www.scag.ca.gov/perow/documents/aa_report/Section%204_AA%20Document_Revised%20Draft.pdf

²⁴ Ibid.

- Environmental Justice²⁵

SCAG AA study findings related to air quality and environmental justice are discussed briefly below.

Air Quality Assessment

The AA study included an assessment of the operational impacts of each of the alternatives consistent with Federal and State requirements based upon “a reduction in Vehicle Miles Traveled (VMT) as compared with the No Build Alternative.”²⁶

The study concluded that “implementation of any of the proposed alternatives would reduce commuter VMT and mobile source exhaust emissions generated during daily commuter trips when compared to the No Build Alternative.”²⁷ This effectively translates to an overall improvement in air quality for those residing in the EJ communities.

Environmental Justice

SCAG’s AA study consultants also conducted an EJ assessment of the entire PEROW. A map depicting the Los Angeles County EJ Populations along the transit corridor is included as Attachment A. Highlights of the EJ-related findings and observations related to the Northern Connection Area (EJ study area) are as follows:

- *“The number and percentage of low-income households is higher in the Northern Connection Area;*
- *The highest percentage of transit-dependent households are all located in the Northern Connection Area;*
- *Implementing improved transit service could create both beneficial and adverse impacts on all populations in the study area, including environmental justice populations;*
- *All proposed alternatives would serve environmental justice populations and provide mobility and connectivity benefits.”*

The AA study findings and observations relative to the EJ communities are reflective of the current conditions and consistent with EJ study findings discussed earlier in this report.

Cost Analysis

In the Cost Analysis section of the AA study, capital costs, operation, maintenance costs, and financial feasibility were evaluated for each alternative. This analysis was used to inform study outcomes related to the Comparison of Modal Alternatives discussed below.

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid.

Outcomes of the Analysis and Comparison of Modal Alternatives

The City of South Gate, OLDA Executive and staff and consultants, and other EJ city members of the AA study Steering Committee worked diligently to review documents and to provide direct feedback and high-level direction to SCAG and their consultants on each of the alternatives being considered relative to their communities and the Corridor as a whole.

Presently, there are a total of four (4) to six (6) rail stations proposed in the EJ study project area, in the following cities: South Gate (up to two (2)), Huntington Park, Bellflower, Paramount and Downey. SCAG AA study map West Bank Alternative 3 (**Attachment __**) shows that the City of Huntington Park has two proposed stations sites. The proposed EJ city station areas, as described in the AA report are briefly described below.

City of South Gate - Firestone Boulevard Station²⁸

This station is located along one of the City of South Gate's busiest thoroughfares, Firestone Blvd., within a major industrial district and adjacent older neighborhoods. Predominant land uses surrounding the station area consist of industrial on the north and southeast along with a large recreational parcel and single/multifamily residential on the southwest. Firestone Blvd is the main east to west arterial roadway through South Gate and is considered the city's "window to the world." The corridor is envisioned to have major destination retail centers, streetscape improvements, and gateway treatments. This station also can provide direct service to the City of Cudahy.

City of Huntington Park - Pacific Boulevard Station²⁹

This station is located in a dynamic area of the City of Huntington Park, surrounded by an eclectic mixed use corridor and vibrant pedestrian activity including commercial, entertainment, and retail all while maintaining a vibrant cultural influence. Pacific Boulevard is a key transit hub servicing more than 14,000 weekly Metro and DASH users.

Commercial activities dominate along the major north-south corridor, Pacific Blvd., as well as smaller 'node' centers around the station area. Single and multi-family residential to the south are mixed with industrial land uses to the north and northwest with some institutional as well.

City of Huntington Park: Gage/Florence Station³⁰

This station is located adjacent to the City of Huntington Park's major industrial centers in addition to being surrounded by long established communities and large open spaces/parks. The predominant land uses surrounding the station area are single and multi-family residential on the east and west with large industrial/manufacturing parcels and parks along the north – south corridor, Salt Lake Ave. Commercial land uses align the east-west Gage/Florence corridor. This station provides access for the cities of Huntington Park, Maywood, Bell, Cudahy and Bell Gardens.

²⁸ Ibid.

²⁹ Ibid.

³⁰ Ibid.

City of Bellflower: Lakewood Boulevard Station³¹

This station is located adjacent to major industrial/manufacturing while still maintaining a neighborhood scale feel. The land uses around the Lakewood station area are quite a mix of single and multi-family on the southwest and east while immediately adjacent there are industrial uses and commercial along the north-south corridor.

City of Paramount: Paramount Boulevard/Rosecrans Avenue Station³²

This station is located at the northern end of the PEROW/WSAB Corridor, the nearest connection to the 105 FWY, adjacent to the heart of the City of Paramount's commercial core. Predominant land uses surrounding the station area consist of commercial and institutional/open space on the southeast and southwest and high single/multifamily on the north.

Each EJ city has Specific Plans which are designed to support mixed use and/or Transit Oriented Development (TOD) in and around the station areas. City Specific plans include: "providing affordable housing and homeownership opportunities, revitalizing rundown neighborhoods, integrate Hispanic cultural needs with historical architecture and traditions through preservation, restoration, and promoting identity along storefronts, and businesses, creating a destination retail and entertainment corridor, high density housing, retail, and office use, revitalizing commercial and industrial properties, redevelopment opportunities with emphasis on eliminating blight."³³

City of Downey

The station in the City of Downey (Gardendale) is adjacent to the environmental justice study area. It provides access to a future major employment site of the County of Los Angeles. It serves both the City of Downey and the City of South Gate.

AA Study Alignment Alternatives

For the Northern Connection Area which encompasses the EJ study area, several alignment alternatives were evaluated:

- East Bank Alternative
- West Bank Alternative
 - West Bank Alternative 1
 - West Bank Alternative 2
 - West Bank Alternative 3

³¹ Ibid.

³² Ibid.

³³ Ibid.

Maps of the SCAG Alternatives/Alignments to be included as Attachments ____.

Findings of the Evaluation

After conducting a thorough evaluation and analysis, AA study consultants outlined the following benefits and potential challenges/benefits attributable to each of the alternatives being considered for implementation:

TSM Alternative – Increased ridership, increased range of services to address work related travel patterns, implementation flexibility for new improvements, lowest capital cost and third lowest operating cost of the proposed alternatives, lowest Cost-Effectiveness Index (CEI) of \$8.15.

BRT Alternative – Increased corridor transit ridership, improved transit service locally, improved regional service with HOV Lane Alternative, increased range of bus service provided, improved transit service for low-income and transit-dependent populations, second lowest capital cost and operating costs of the proposed alternatives, second lowest CEI cost of \$20.47 for the Street-Running Alternative and \$16.60 for the HOV Lane Alternative.

Street Car Alternative – Increased Corridor transit ridership, new type of mode in Corridor, consistent with local land use and economic plans, air quality and climate change benefits.

LRT Alternative – Highest Corridor transit ridership of proposed alternatives, relatively high travel speed and short travel time, improved local and regional service, a new type of mode in the Corridor, consistent with local land use and economic plans, air quality and climate change benefits, increased range of service for work related travel, connectivity to Metro rail system.

Low Speed Maglev Alternative – High Corridor transit ridership, relatively high travel speed and short travel time, lowest operating cost of guideway alternatives, improved local and regional service, increased range of service for work related travel, consistent with local land use and economic development plans, air quality and climate change benefits, lowest noise, vibration, and traffic impacts of the guideway alternatives.³⁴

“Implementation of each of the alternatives would have the following challenges and impacts:

TSM Alternative – This alternative offers flexibility for future service transportation improvements, but may serve as a temporary solution rather than addressing long-term travel demand in the Corridor.

BRT Alternative – While this alternative attracts more riders than existing bus system, it attracts the lowest ridership of the proposed alternatives. In addition, significant capital costs are required to develop busway, bus stations, and signal coordination systems, which could not be reused if converted to a guideway system. Because a BRT system

³⁴ http://www.scag.ca.gov/perow/documents/aa_report/Section%207_AA%20Document_Revised%20Draft.pdf

would operate on the existing congested highway system, it would provide minimal decrease in travel time. This alternative would also add vehicles to the highway and arterial networks further increasing traffic congestion. The BRT alternative has high operations and maintenance costs, does not strongly support local land use and economic development plans, and would have impacts on air quality and climate change. During the outreach process, participants did not support bus transit describing it continuation of the existing transportation service.

Street Car Alternative – This alternative provides good local service, but does not adequately provide regional service. During the public comments session, many participants were adverse to this alternative due to slower travel speeds and poor regional service. Several other issues are addressed regarding the Street Car technology, including lower passenger capacity and inability to connect with existing Metro system and utilize shared tracks and facilities. In addition, the cost of this alternative is equal or more than the LRT option with no advantages in terms of service. This alternative has the second highest CEI of the proposed alternatives of \$51.44, which is above the FTA guidelines. Finally, a system operator would have to be identified; Metro and OCTA would not operate this new mode.

LRT Alternative – This alternative would result in environmental impacts, including noise, vibration, and traffic impacts, which would require mitigation. This option has the second highest capital and operating costs.

Low Speed Maglev Alternative – This alternative has resulted in implementation concerns due to unknown cost and schedule constraints to develop a technology that has not been implemented in the U.S. In addition, this option requires the highest level of property acquisition and would result in significant environmental impacts, including noise, privacy, aesthetic, and cultural resource impacts. This type of system would not be compatible with the existing transit network and would require identification of a system operator. This alternative has the highest capital cost and the highest CEI at \$89.90³⁵.

Public Outreach and Agency Coordination

Public Outreach was an integral element of the AA study. In addition to outreach and discussion with the study Technical Advisory and the Steering Committees, four rounds of community meetings, elected official briefings and stakeholder interviews were conducted during the AA study.

During the Conceptual Alternatives Screening phase of the study, overarching community issues were identified through a series of elected official briefings and stakeholder interviews, as follows:

³⁵ Ibid.

- Traffic impacts – Need to ensure mitigation of traffic impacts within the communities;
- Cost of the project – Community understanding and buy-in related to the cost of building and operating transportation alternatives being considered, as well as, the cost to users;
- Noise, privacy, quality of life – Maintaining the character and quality of life of existing residential neighborhoods; and
- Travel time – Issues related to implementing a transit system that runs at higher speeds with shorter travel times for corridor residents

In addition, elected officials and stakeholders identified the following opportunities:

- Improved traffic conditions – Participants were interested in obtaining information on projected ridership and how transit improvements are estimated to decrease congestion on roads and freeways;
- Transit-oriented development – Many participants noted the “opportunities for new development around transit nodes and increased economic activity for the adjacent cities”³⁶.
- Improved access to destinations – Participants expressed that “a new transportation system could provide better access for employees and those traveling to education, cultural, and recreational facilities”³⁷.

In the Initial Screening phase of the study, several key themes were addressed during community meetings:

- “Strong interest indicated in public transit issues – Many participants were eager to discuss transportation solutions and expressed a need for improved public transit in the corridor.
- Neighborhood impacts are a key issue – Maintaining the quiet character and privacy of existing neighborhoods was a priority for participants...also addressed the issues of noise, vibration, and crime.
- Challenges of at-grade crossings – Participants acknowledged the challenges of operating local public transit services and the potential need for at-grade crossings. Some concerns discussed included transit system, local traffic impacts and safety at at-grade crossings.
- Alternative uses of right-of-way – Many participants supported the implementation of a linear pedestrian and bicycle path, adjacent to a transit system or instead of a transit system. Some participants supported leaving the right-of-way as it is.

³⁶http://www.scag.ca.gov/perow/documents/aa_report/Section%204_AA%20Document_Revised%20Draft.pdf

³⁷ Ibid.

- Cost and funding mechanism for transit system – Participants expressed concerns about funding available to implement a new transit system.”

It should be noted, that some AA study community meetings for the southeast EJ city area were conducted by SCAG and their consultants in the City of South Gate.

AA Study Recommendations

The Final Draft Alternatives Analysis report was issued in March 2012. Recommendations made by the Technical Advisory and Steering Committees were considered by SCAG in development of the final report, which was completed in June 2012, and is scheduled for adoption by the SCAG Transportation Committee and the Regional Council in January 2013.

The final report details study recommendations relative to technology, stations, alignments, and phasing options to be carried forward for further study by Metro and the Orange County Transportation Authority (OCTA), the owners of the PE ROW, following approval by SCAG. The final SCAG staff AA recommendations for future study relative to the EJ study are briefly presented below:

1. Technology Alternatives

- No Build
- Transportation Systems Management (TSM)
- Light Rail Transit (LRT)

2. Stations

The stations that were identified in city work sessions should be carried forward, with the exception of the Cerritos/Bloomfield station, as requested by the Steering Committee.

3. Northern Connection Area Alignments

- West Bank 3 (**Attachment __**)
- East Bank (**Attachment __**)

4. Phasing

Los Angeles (LA) County segment should proceed first, and segments within LA County are to be prioritized by Metro based on further evaluation.

City of South Gate and OLDA AA Study Recommendations

Following considerable participation in the AA study process and extensive review of study work products including the Final Draft Alternatives Analysis and the Final Report documents, the City of South Gate and EJ cities, OLDA staff and consultants, determined that the AA study was successful in identifying and highlighting critical socioeconomic conditions within many corridor communities, some with a long history of environmental justice and transportation equity concerns.

The Comparative Alternative Analysis conducted by SCAG raised important issues related to the unmet mobility needs of residents of EJ communities. The study emphasized the critical need to develop plans which would increase regional connectivity from the EJ study area to employment-related destinations in downtown Los Angeles and other activity centers.

In addition, OLDA staff developed the following specific recommendations regarding environmental justice impacts and opportunities for the transit corridor:

- Future improvements to transit service within the EJ study area should address unmet home-to-work transit trip need and enhance local and regional connectivity;
- Actively encourage and seek EJ community involvement and input on future studies related to the OLDA transit project; and
- Educate EJ communities about the benefits of encouraging TOD opportunities at proposed station locations with the EJ study area toward the goal of developing land use planning approaches in an around individual station sites that will succeed in optimizing economic development and enhancing employment within EJ cities.

ENVIRONMENTAL JUSTICE STUDY OUTREACH AND INVOLVEMENT ACTIVITIES

Purpose, Goals and Objectives

The City of South Gate in partnership with OLDA and other neighboring city partners conducted the EJ planning to engage these communities in a broad-based dialogue to consider the potential development of a transit corridor within the project area.

For a number of years OLDA has been working with the City of South Gate and other local jurisdictions in Los Angeles and Orange counties to develop plans for implementation of the high-speed rail transit system. The system is envisioned to provide high-speed rail transportation from the northern part of Los Angeles County, through Gateway Cities into Orange County. The system will be a catalyst for sustainable land use development, jobs creation, and business opportunities while improving transportation options for residents and travelers throughout the corridor.

Recognizing the challenging economic, transportation, and environmental issues prevalent in the City of South Gate and in the surrounding cities, conducting the EJ planning study represented a timely next step in the process to introduce and educate the community about the transit project, solicit individual and collective input on the potential project impacts, and to identify opportunities to ensure equity and economic empowerment within the study area.

EJ Study Outreach Methodology

The process undertaken by the City of South Gate, OLDA and its consultants to involve and secure participation from the various EJ constituencies was broad-based, and employed outreach strategies designed specifically to solicit the individual and collective viewpoints and perspectives of those stakeholders who participated including:

1. Opinion leaders (elected officials, city management and staff);
2. City residents with special focus on low-income, non-English speaking persons, minorities); and
3. Business leaders and community-based organizations and groups.

The City and OLDA have long established cooperative working relationships with city project partners and worked diligently to identify and involve the public and community members in the EJ study planning and outreach process.

OLDA and their consultants in cooperation with the City of South Gate and the EJ cities scheduled, conducted and facilitated numerous stakeholder involvement opportunities including providing access to OLDA and EJ project-related information. The following strategies were undertaken to promote participation and awareness:

1. **Project-related Board presentations, workshops and one Town Hall meeting (including those related to the AA study)** to ensure that important city elected officials and staff were kept informed and involved in the study;
2. **Roundtables for business leaders and community groups** within the EJ study area;
3. **Community meetings, focus groups and presentation** for residents of the City of South Gate, Huntington Park and their city partners; and
4. **Face-to-face meetings and briefings** provided by the OLDA Executive Director for EJ city elected officials, business leaders and Chambers of Commerce to introduce OLDA, the transit project and the AA study and to discuss project issues;
5. **Attendance and dissemination of OLDA and AA study project related materials** at community events; and
6. **Developed, posted and disseminated informational and collateral materials** including an EJ fact sheet, meeting notices, Southern Corridor pictorial Power Point presentation, and other informational project-related materials on the City of South Gate and OLDA websites.

The outreach, participation and empowerment activities engaged the EJ community in the study area in a culturally sensitive and appropriate community dialogue focused upon the OLDA transit project and the SCAG AA study.

City Elected Official and Community Leader Involvement

Although the study outreach activities were targeted toward residents, businesses, and community groups in the EJ cities, involvement of EJ city elected officials and community leaders was also a key strategy employed for the purposes of:

- Keeping decision-makers informed about EJ study and purpose, relative to incorporating EJ planning principles and approaches in the development of the OLDA transit project;
- Raising the level of understanding of both individual and collective community environmental justice issues;
- Soliciting elected officials' views and preferences related to the EJ project; and
- Obtaining executive-level direction on EJ study issues as they emerged. This became a key finding, empowering local communities by helping the local elected officials to represent their communities and actively participate in the transportation decision making process.

Database Development

The City of South Gate, OLDA and their consultants developed an EJ project contacts database comprised of contacts within the City of South Gate and each partner city. The database listing included:

- Elected Officials and City Staff
- Businesses and Employers
- Community-Based Organizations and Groups (e.g. Rotary, Eagle Club, Tweedy Mile, etc.)
- Chambers of Commerce
- School Districts
- Community representatives and advocates

The final database included the names, addresses and telephone and email contact information for over 300 entities throughout the study area, and was utilized to solicit participation from the EJ communities participating in the study process.

Access to the EJ Communities

At the outset of the study, the City of South Gate, OLDA and their city partners recognized that language issues would need to be proactively addressed in order to ensure that community participation was optimized.

Coordination and involvement by elected officials proved critical in the effort to identify and contact active bilingual community representatives within the EJ cities. These community representatives worked with OLDA staff and EJ outreach consultants to achieve greater participation from the Spanish-speaking constituents by helping to raise public awareness of the study, thereby enhancing access to the community-at-large. It was critical that the community felt a sense of ownership of the project.

The project team developed a community partnership, creating and empowering “promotoras” throughout the project area who became vital champions and sponsors of the project. The promotoras quickly recognized the importance of participating in the decision making process to improve access and mobility and become vital and trusted partners for OLDA and its staff.

Project information including meeting announcements and notices were translated into both English and Spanish and distributed in community places frequented by the public such as, city halls, schools, recreational events, etc. The materials were also made available online on the Gateway Council of Governments (COG) and OLDA websites. Social networking announcements were also posted online.

In addition, to ensure that plans for selection of alternatives and the subsequent development of the transit project traversing the study area would be developed in consideration of community

needs, OLDA and the EJ study consultants assisted by the City of South Gate and the EJ partner cities guided community stakeholders in a dialogue that was designed to:

- Clarify project OLDA transit project purpose and objectives (e.g., relationship of the OLDA high-speed rail transit project to the SCAG AA project and other local planning studies);
- Provide information on proposed transit corridor project area; and
- Ascertain community opinions about the potential impacts to their communities (e.g. benefits for city businesses and residents in relationship to realization of benefit).

OLDA staff and their consultants coordinated with SCAG and their consultants to ensure that EJ city public input to the Final Draft Alternatives Analysis Report was heard and understood. EJ study outreach personnel worked to both encourage attendance at AA study area presentations, and to conduct additional focus group and roundtable discussion meetings to solicit community views and perspectives on the AA study results. The OLDA Executive Director and EJ study outreach consultants worked to:

- Review service concepts and station locations along the PE-ROW/West Santa Ana Branch;
- Evaluate and provide opinions about a wide range of possible transit system alternatives; and
- To provide the public and decision-makers with technical information on the future travel needs, and the benefits and impacts of each of the proposed transit alternatives.

EJ Study Results and Findings

OLDA staff and consultants scheduled and/or participated in fifteen (15) community outreach meetings to present and discuss information about the OLDA transit project, the SCAG AA study findings, and the EJ study between February and September 2012. OLDA staff also participated in two (2) local inter-community outdoor events to distribute project information, to facilitate face-to-face discussion with members of the EJ communities, and to encourage attendance at future study meetings. In addition, OLDA Executive staff met with EJ city elected officials and staff representatives on issues related to the study and to provide project updates. This included periodic presentations to the OLDA Board on an on-going basis throughout the study.

The EJ outreach effort succeeded in securing the participation of over 250 community residents, business leaders and members of community groups in the study area. Major issues raised and discussed during the outreach process are, as follows:

Perceived Project Impacts and Transportation Planning Issues to Address

- Limit negative impacts on homeowner property values
- The selected alternative should cause minimal displacement to homes and/or businesses
- Ensure access to businesses and commercial enterprises during project construction periods
- Project should be developed to minimize congestion on local streets within EJ communities
- Ensure availability of adequate parking on local streets; address local parking policies and resolve issues that may be created by the project
- Address grade separation issues to ensure optimal traffic flow and circulation
- Spacing of rail stations should allow for maximum train speed
- Select a project alternative which is compatible with existing local and regional public transportation systems

Unmet Transit Needs

- Transit project should address long overdue transit need and provide transportation options for the EJ cities, including improved access and connectivity to local and regional destinations
- There is a significant need for greater connectivity to employment centers
- Intercommunity linkages should be improved/created (in and between communities and between stations)

Environmental

- Ensure EJ community understanding of all potential environmental impacts that may be created by the project
- Location and proximity of rail stations to residential communities should not create negative pollution or noise impacts; Mitigate noise impacts due to train vibration and whistles

Economic Development

- Economic development and jobs creation must be achieved in development of the transit corridor project
- Identify and create an environment that maximizes opportunities for public/private development and financial investment

Cost and Funding

- Fares/pricing of services should be reasonable and contribute to cost of operation
- Information on project costs and real impacts to taxpayers should be clarified for the public

- Identify funding to ensure completion of the project

Other Frequently Raised Issues/Questions

- Need to know timetable for completion of the transit corridor project
- Need to continue to seek community participation in the local and regional project planning process

EJ STUDY FINDINGS AND RECOMMENDATIONS

- Importance of participation in the decision making process. This includes the provision of transportation planning support that provides the resources to empower the community and enhance the abilities of city staff and elected officials to participate in the transportation decision making process.
- Importance of local elected officials participating in the transportation decision making process. This study included significant time commitments by elected officials representing the impacted environmental justice cities. The elected officials met with key stakeholders and attended community and steering committee meetings. The elected officials were actively involved in developing policy to advance findings of this study and the OLDA project.
- Considerable interest was demonstrated in the OLDA transit corridor project amongst all EJ stakeholder constituencies. It will be important to continue to build upon the level of community involvement as the project progresses through the regional planning process.
- Given the demographics of the EJ communities in the study area, future outreach efforts conducted relative to the OLDA transit corridor project studies should ensure that presentations be given in a culturally sensitive manner and that language disparities are addressed. Printed information should be available in Spanish and other languages as needed for use in these communities. In addition, opportunities for special meetings and briefings in Spanish, and other languages, should be planned.
- The AA study developed criteria consistent with FTA and Federal Railroad Administration (FRA) to develop acceptable criteria that would determine the percentage of grade separations that would conceivably be constructed on the OLDA project. In response, a vast majority of EJ community leaders and residents expressed their views indicating that planners should include a higher number of grade separations within EJ cities to ensure that local circulation and traffic flow are not negatively impacted. Local issues related to EJ community concerns over the number of grade separations planned on the project will need to be discussed and addressed in future planning studies.
- The location of proposed rail stations in the Northern Connection area remains an issue for some EJ cities. Additional dialogue with EJ cities is needed to assist them in understanding how decisions are made about station locations, as well as, to begin to address station connectivity plans.
- EJ city business and community leaders expressed optimism for the OLDA project indicating that the project offers great opportunity for economic development and

mitigation of environmental justice disparities which can result in significant positive community benefits. Community stakeholders concur that planners should consider all economically viable and sustainable alternatives that are compatible with the goals and objectives of the EJ communities.

- Economic development and creation of jobs was expressed as a priority within the EJ community. To promote these objectives, OLDA and their members should move forward to develop, refine, and analyze (TOD) station development options and identify refinements to community land use plans in an around individual station sites which would optimize positive economic opportunities for the communities within the EJ Study area.

Next Steps

As active members of OLDA, South Gate and their city partners will leverage their relationships to create opportunities for EJ stakeholder participation and involvement in the future planning for the OLDA transit project. Some next steps will include, but not be limited to:

- Strengthening community networks and recruiting local “ambassadors” and “promotoras” to continue to build interest and momentum within EJ communities to participate in upcoming regional planning efforts associated with the OLDA project;
- Utilize the findings of EJ city local station and specific plans to secure financial investment and employment opportunities within the EJ study area; and
- Continue in their current efforts to create corridor-based TOD planning approaches to leverage EJ city/OLDA member staff and financial resources.

CONCLUSION

The EJ study has provided South Gate, OLDA and their city partners with a greater understanding of the collective views and perspectives of the EJ stakeholder constituencies, including issues and barriers, sufficient to guide future decision-making relative to the development of a transit corridor in the project geographic area.

The EJ study was an important step in the process to involve under-represented, disadvantaged populations in the regional planning process thereby ensuring that all community views are reflected in the local and regional transportation plans that are subsequently developed.

ACKNOWLEDGEMENTS

Primary Authors:

Contributing Authors and Team Members:

Project Manager:

Alvie Betancourt, City of South Gate

OLDA Staff and the City of South Gate gratefully acknowledge the active participation of many individuals and organizations.

- Councilmember Maria Davila, City of South Gate
- Vice Mayor Violeta Alvarez, City of Bell
- Vice Mayor Sergio Infanzon, City of Bell Gardens
- Vice Mayor Frank Gurule, City of Cudahy
- Councilmember Josue Barrios, City of Cudahy
- Mayor Andy Molina, City of Huntington Park
- Councilmember Rosa Perez, City of Huntington Park
- Mayor Pro Tem Veronica Guardado, City of Maywood

Insert City Staff

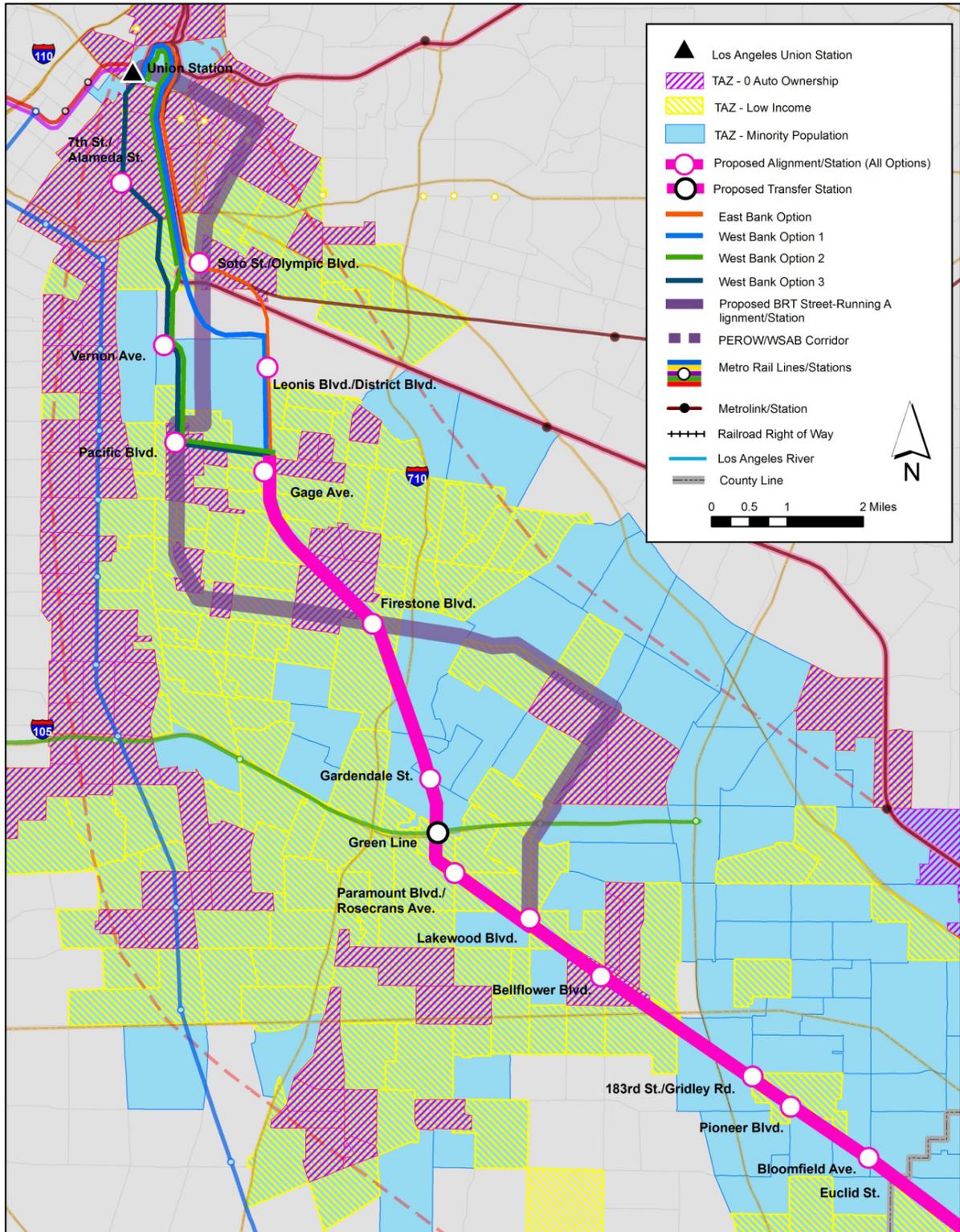
Insert Community Organizations

Created with the generous support of the Caltrans Environmental Justice Planning Grant

The local match for the project was provided by the City of South Gate

January, 2, 2013 (draft)

**SCAG AA Study
Los Angeles County Environmental Justice Populations**



**SCAG AA Study
Guideway Alternatives: Northern Connection Area Alignment Alternatives**

**SCAG AA Study
Maps**

**SCAG AA Study
Maps**



Eco-Rapid Transit

ORANGELINE DEVELOPMENT AUTHORITY ECO-RAPID TRANSIT REGULAR MEETING

March 13, 2013

City of Glendale
Fire Station 21
421 Oak Street Glendale, CA 91204
Community Room – Second Floor

**Teleconference location at
City of Santa Clarita, 23920 Valencia Boulevard, Santa Clarita CA 91355**

Judith Norman (310) 892-9373 or Michael R. Kodama (818) 468-8593

6:00 PM Board Member Dinner
6:30 PM Meeting

AGENDA

Public comments on items on the agenda will be taken at the time the item is called and are limited to 5 minutes per speaker.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately:

- a. Approval of Minutes of February 13, 2013
- b. Approval of Warrant Register and Treasurer's Report for February 13, 2013 through March 13, 2013

End of Consent Calendar

5. Public Comments

Those presenting public comments on non-agendized items will be heard at this time.

The Orangeline Development Authority (Eco-Rapid Transit) 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 Bell Gardens

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

Mayor Pro Tem

City of Vernon

Auditor

Scott A. Larsen

Council Member

City of Bellflower

Executive Director

Michael R. Kodama

General Counsel

Teresa L. Highsmith

Ex-Officio

Rene Bobadilla

City Manager Representative



The Orangeline Development Authority (Eco-Rapid Transit) 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:

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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

Eco-Rapid Transit

6. Update and/or Action: Presentation by County Supervisor and Metro Board Member Michael D. Antonovich or Michael Cano, Transportation Deputy
7. Update and/or Action: Discussion of Eco-Rapid Transit Marketing Materials and Presentation by City of Santa Clarita Communications Manager Gail Ortiz
8. Update and/or Action: Presentation by Rene Bobadilla Regarding Trade Connect Event Hosted by City of Huntington Park and Port of Los Angeles
9. Update and/or Action: Presentation by Matthew Barrett, Metro Research Library, Archive, and Records Management Administrator, Regarding Historic Perspective of Eco-Rapid Transit Northern Corridor
10. Approve Caltrans Environmental Justice Final Report
11. Update and/or Action Regarding Station Area Tour and Creation of the City Working Group
12. Update and/or Action: State of California Legislative Issues
13. Communication Items to the Board
14. Communication Items from the Board
15. Adjournment

Chairman

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

Vice Chairman

Luis H. Marquez
Council Member
City of Downey

Secretary

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Council Member
City of South Gate

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Michael McCormick
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General Counsel

Teresa L. Highsmith

Ex-Officio

Rene Bobadilla
City Manager Representative

NEXT MEETING: April 10, 2013 – City of Bellflower

Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd, Paramount, CA 90723 during normal business hours.



Eco-Rapid Transit

Item 10

The Orangeline Development Authority (Eco-Rapid Transit) 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:

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- City of Bellflower
- City of Cerritos
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- 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
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City of South Gate
- Treasurer
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City of Vernon
- Auditor
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Council Member
City of Bellflower
- Executive Director
- Michael R. Kodama
- General Counsel
- Teresa L. Highsmith
- Ex-Officio
- Rene Bobadilla
City Manager Representative

AGENDA REPORT

TO: Members of the Eco-Rapid Transit

FROM: Michael R. Kodama, Executive Director

DATE: March 13, 2013

SUBJECT: **APPROVE CALTRANS ENVIRONMENTAL JUSTICE FINAL REPORT**

ISSUE

To assess community impacts and address environmental justice goals and objectives relative to the development of a transit corridor to provide regional connectivity to cities located in the environmental justice project area and to other locations in the corridor.

BACKGROUND

In February 2011, the City of South Gate, in cooperation with the Orangeline Development Authority (Eco-Rapid Transit) and six (6) other neighboring jurisdictions including, the cities of Huntington Park, Bell, Bellflower, Cudahy, Maywood and Paramount, initiated a 24-month environmental justice study funded by the California Department of Transportation. These cities were joined during this study by the City of Bell Gardens.

RECOMMENDATION

It is recommended that the Board:

1. Approve and adopt Caltrans Environmental Justice Report

Attachment

Final Stakeholder Report
City of South Gate/Orangeline Development Authority (OLDA)
Southern Rail Corridor Impacts and Opportunity Assessment

EJ Study Outreach Results

OLDA staff and consultants scheduled and/or participated in sixteen (16) community outreach opportunities to discuss information about the OLDA transit project, the SCAG AA study findings, and the EJ study between February and July 2012. OLDA staff also participated in two (2) local inter-community outdoor events to distribute project information, to facilitate face-to-face discussion with members of the EJ communities, and to encourage attendance at future study meetings. In addition, OLDA Executive staff met with EJ city elected officials and staff representatives on issues related to the study and to provide project updates. This included periodic presentations to the OLDA Board on an on-going basis throughout the study.

The EJ outreach effort succeeded in securing the participation of over 200 community residents, business leaders and members of community groups in the study area. Major issues raised and discussed during the outreach process are, as follows:

Perceived Project Impacts and Transportation Planning Issues to Address

- Limit negative impacts on homeowner property values
- The selected alternative should cause minimal displacement to homes and/or businesses
- Ensure access to businesses and commercial enterprises during project construction periods
- Project should be developed to minimize congestion on local streets within EJ communities
- Ensure availability of adequate parking on local streets; address local parking policies and resolve issues that may be created by the project
- Address grade separation issues to ensure optimal traffic flow and circulation
- Spacing of rail stations should allow for maximum train speed
- Select a project alternative which is compatible with existing local and regional public transportation systems

Unmet Transit Needs

- Transit project should address long overdue transit need and provide transportation options for the EJ cities, including improved access and connectivity to local and regional destinations
- There is a significant need for greater connectivity to employment centers
- Intercommunity linkages should be improved/created (in and between communities and between stations)

Environmental

- Ensure EJ community understanding of all potential environmental impacts that may be created by the project
- Location and proximity of rail stations to residential communities should not create negative pollution or noise impacts; Mitigate noise impacts due to train vibration and whistles

Economic Development

- Economic development and jobs creation must be achieved in development of the transit corridor project
- Identify and create an environment that maximizes opportunities for public/private development and financial investment

Cost and Funding

- Fares/pricing of services should be reasonable and contribute to cost of operation
- Information on project costs and real impacts to taxpayers should be clarified for the public
- Identify funding to ensure completion of the project

Other Frequently Raised Issues/Questions

- Need to know timetable for completion of the transit corridor project
- Need to continue to seek community participation in the local and regional project planning process

EJ Study Findings and Recommendations

- Considerable interest was demonstrated in the OLDA transit corridor project amongst all EJ stakeholder constituencies. This validated the importance of empowering the community to participate and stay involved in the transportation project planning process. It will be important to continue to build upon the level of community involvement as the OLDA transit project progresses through the regional planning process.
- A key outcome of the study was the active involvement and direct participation of EJ city elected officials in the regional transportation planning process. This process included meetings with important local, regional and inter-county stakeholders serving as members of the SCAG AA study Steering Committee. The EJ city elected officials were involved in developing policy to advance the findings of the AA and the EJ studies, and the OLDA transit project. This was accomplished through the provision of on-going transportation planning support, which served to and enhance the abilities of city staff

and elected officials resulting in their informed involvement and participation in the regional decision-making process.

- Given the demographics of the EJ communities in the study area, future outreach efforts conducted relative to the OLDA transit corridor project studies should ensure that presentations are given in a culturally sensitive manner and that language disparities are addressed. Printed information should be available in Spanish and other languages as needed for use in these communities. In addition, opportunities for special meetings and briefings in Spanish, and other languages, should be planned.
- The AA study developed criteria consistent with FTA and Federal Railroad Administration (FRA) to develop acceptable criteria that would determine the percentage of grade separations that would conceivably be constructed on the OLDA project. In response, a vast majority of EJ community leaders and residents expressed their views indicating that planners should include a higher number of grade separations within EJ cities to ensure that local circulation and traffic flow are not negatively impacted. Local issues related to EJ community concerns over the number of grade separations planned on the project will need to be discussed and addressed in future planning studies.
- The location of proposed rail stations in the Northern Connection area remains an issue for some EJ cities. Additional dialogue with EJ cities is needed to assist them in understanding how decisions are made about station locations, as well as, to begin to address station connectivity plans.
- EJ city business and community leaders expressed optimism for the OLDA project indicating that the project offers great opportunity for economic development and mitigation of environmental justice disparities which can result in significant positive community benefits. Community stakeholders concur that planners should consider all economically viable and sustainable alternatives that are compatible with the goals and objectives of the EJ communities.
- Economic development and creation of jobs was expressed as a priority within the EJ community. To promote these objectives, OLDA and their members should move forward to develop, refine, and analyze (TOD) station development options and identify refinements to community land use plans in an around individual station sites which would optimize positive economic opportunities for the communities within the EJ Study area.

Distributed Flyers

MEETING ANNOUNCEMENT: City of South Gate/OLDA Caltrans Environmental Justice Planning Study Roundtable Discussion Meeting



The Cities of South Gate and Huntington Park, in cooperation with seven (7) other neighboring local jurisdictions are conducting an Environmental Justice (EJ) planning study. South Gate serving as the lead agency, in cooperation with the Orangeline Development Authority (OLDA) and the neighboring city partners is conducting the study in these communities to:

- Consider the potential development of a transit corridor linking the southern portion of the OLDA corridor from Cerritos to Union Station; and
- Discuss the associated economic, social, and environmental justice issues in the corridor.

The study will provide the basis for community development of project-related goals, objectives and the strategies related to the transit corridor project, and will be designed to achieve economic vitality and address environmental issues within the corridor.

The roundtable meeting is scheduled for **Tuesday, May 29, 2012 at South Gate Chamber of Commerce at 5:30 p.m.** You may find out more by contacting Judith Norman at (310) 892-9373 or Cristina Quintero at (818) 395-6845 or by visiting Olda.org.

We value your input and look forward to your participation in this important community meeting.

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.

MEETING ANNOUNCEMENT: City of South Gate/OLDA Caltrans Environmental Justice Planning Study Roundtable Discussion Meeting



Las ciudades de South Gate y Huntington Park en cooperación con siete (7) jurisdicciones vecinas locales, están conduciendo un estudio de planeamiento de Justicia al Medio Ambiente/ Environmental Justice (EJ). La ciudad de South Gate ejerciendo como la agencia líder, en cooperación con Orangeline Development Authority (OLDA) y las ciudades vecinas asociadas están conduciendo el estudio en estas comunidades para:

- Considerar el desarrollo potencial de un corredor de transito, uniendo la porción sur del corredor de OLDA desde Cerritos hasta Union Station; y
- Discutir los asuntos económicos, sociales y medioambientales asociados con el corredor.

El estudio proveerá el cimiento para el desarrollo comunitario de las metas, objetivos y estrategias relacionadas con el proyecto del corredor de transito y estará diseñado para obtener vitalidad económica y así abordar los asuntos concernientes al corredor.

La reunión del Grupo de Enfoque (Focus Group) se llevara a cabo:

Lugar: South Gate Chamber of Commerce

Dia y hora: Martes , Mayo 29, 2012 a las 5:30PM.

Para más información puede contactarse con Judith Norman al (310)892-9373, Cristina Quintero al (818)395- 6845 o visitando Olda.org

Valoramos su aporte y esperamos su participación en esta importante reunión de la comunidad.

Orangeline Development Authority (OLDA) se ha comprometido a promover el transporte en toda la región del Sur de California. OLDA se encarga de la planificación, financiamiento y construcción de un sistema de transito de alta velocidad no dañino al medio ambiente, a desnivel y de energía eficiente en el Sur de California.

MEETING ANNOUNCEMENT:

City of South Gate/OLDA Caltrans Environmental Justice Planning Study Roundtable Discussion Meeting



The Cities of South Gate and Huntington Park, in cooperation with seven (7) other neighboring local jurisdictions are conducting an Environmental Justice (EJ) planning study. South Gate serving as the lead agency, in cooperation with the Orangeline Development Authority (OLDA) and the neighboring city partners is conducting the study in these communities to:

- Consider the potential development of a transit corridor linking the southern portion of the OLDA corridor from Cerritos to Union Station; and
- Discuss the associated economic, social, and environmental justice issues in the corridor.

The study will provide the basis for community development of project-related goals, objectives and the strategies related to the transit corridor project, and will be designed to achieve economic vitality and address environmental issues within the corridor.

The roundtable meeting is scheduled for **Tuesday, May 3, 2012 at the Oldtimers Foundation: Family Center 3355 E. Gage Ave. Huntington Park, CA 90255 at 6:00 p.m.** You may RSVP and find out more by contacting Judith Norman at (310) 892-9373 or Cristina Quintero at (818) 395-6845 or by visiting Olda.org.

We value your input and look forward to your participation in this important community meeting.



Orangeline Development Authority

High speed, grade separated, environmentally friendly and energy efficient transit system

Location: City of Maywood – Date: 06/06/2012
Time:6:00PM

OLDA Overview

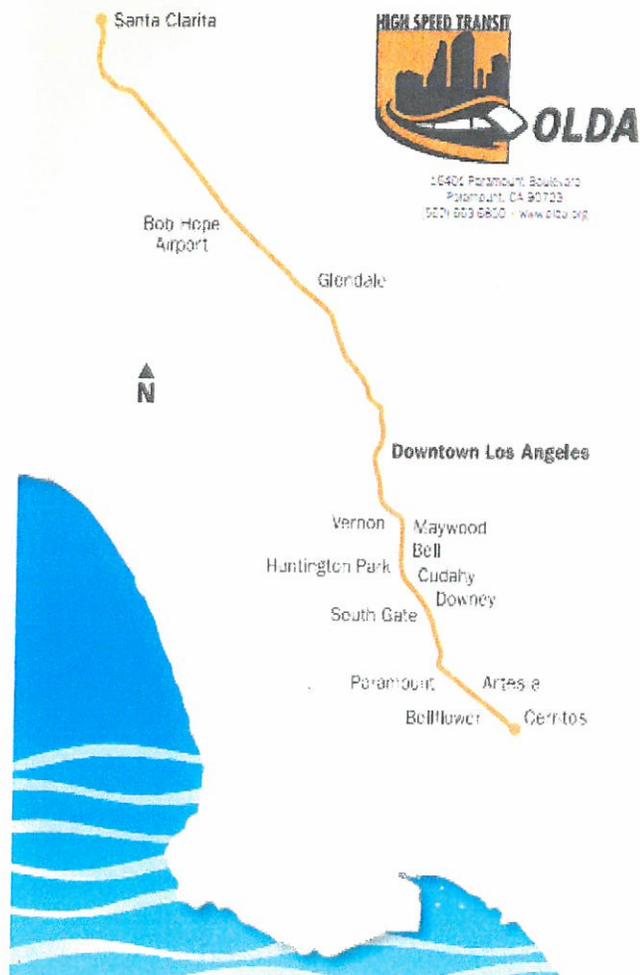
The Orangeline Development Authority (OLDA), established in 2003, is committed to promoting mobility across the Southern California region. OLDA consists of 14 members representing 13 Southern California cities, and Bob Hope Airport in the City of Burbank. As a joint powers authority OLDA is charged with the planning, financing, and construction of an environmentally friendly, grade-separated, high-speed transit system in Southern California.

The transit system will provide mobility and high speed across Southern California from the northern part of Los Angeles County, through Gateway Cities to Orange County. It will connect cities, centers of commerce, and major destination points. The project will be a catalyst for sustainable land use development, job creation, and business opportunities while improving transportation options for residents in the corridor.

South Gate/Huntington Park Environmental Justice Transportation Planning Grant

The Cities of South Gate and Huntington Park, in cooperation with seven (7) neighboring local jurisdictions are conducting an Environmental Justice (EJ) planning study. South Gate serving as the lead agency, in cooperation with the neighboring city partners and OLDA, will conduct the study for the purposes of engaging impacted communities in a broad-based dialogue to:

- Consider the potential development of a transit corridor linking the southern portion of the Orangeline Development Authority (OLDA) high-speed rail corridor with Union Station; and
- Discuss and address the associated economic, social, and environmental justice issues in the corridor.





Orangeline Development Authority

High speed, grade separated, environmentally friendly and energy efficient transit system

Lugar: City of Maywood – Dia: 06/06/2012

Hora: 6:00PM

OLDA Descripción

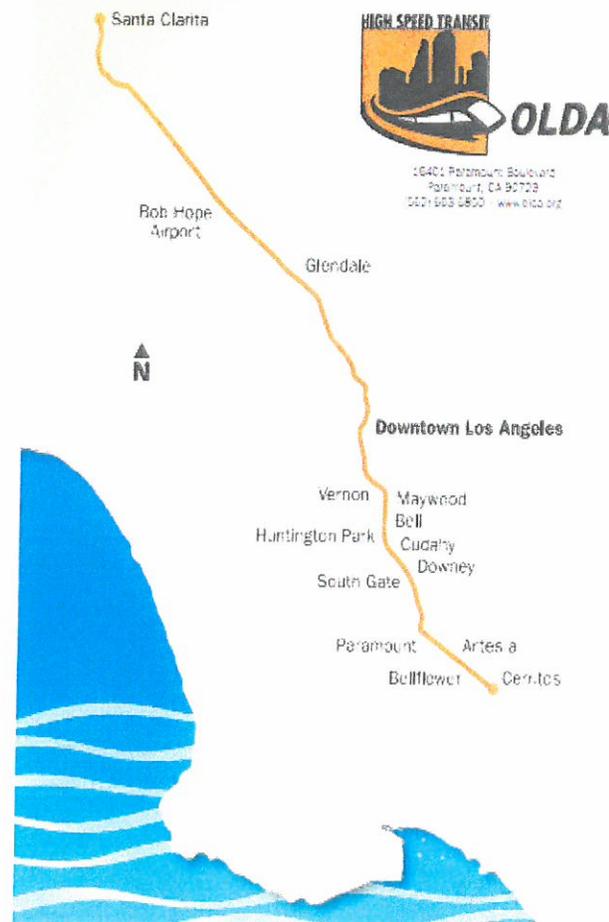
OLDA, Orangeline Development Authority, establecida en el 2003, se ha comprometido a promover el transporte en toda la región del Sur de California. OLDA consiste en 14 miembros representados por 13 Ciudades del Sur de California y el Aeropuerto Bob Hope de la Ciudad de Burbank. OLDA se encarga de la planificación, financiamiento y construcción de un sistema de Transito de alta velocidad no danino al medio ambiente y a desnivel en el sur de California.

El sistema de Transito proveerá transporte y acceso de alta velocidad en toda la region del Sur de California, desde el Norte del Condado de Los Angeles, a través de ciudades circunvecinas a el condado de Orange. Conectando las ciudades, centros de comercio y puntos de destino. El proyecto será un catalizador para el desarrollo sostenible del uso de la tierra, creación de empleos y oportunidades de negocio y al mismo tiempo mejorando las opciones de transporte para los residentes de la comunidad.

South Gate/Huntington Park Environmental Justice Transportation Planning Grant

Las ciudades de South Gate y Huntington Park en cooperación con siete (7) jurisdicciones vecinas locales, están conduciendo un estudio de planeamiento de Justicia al Medio Ambiente/ Environmental Justice (EJ). La ciudad de South Gate ejerciendo como la agencia líder, en cooperación con Orangeline Development Authority (OLDA) y las ciudades vecinas asociadas están conduciendo el estudio en estas comunidades para:

- Considerar el desarrollo potencial de un corredor de transito, uniendo la porción sur del corredor de OLDA desde Cerritos hasta Union Station; y
- Discutir los asuntos económicos, sociales y medioambientales asociados con el corredor.





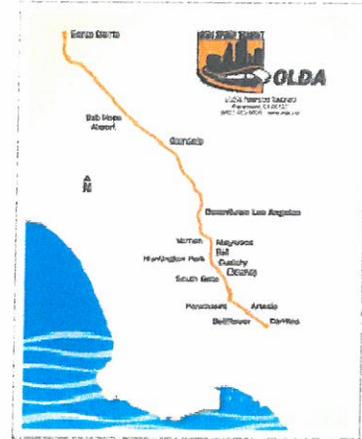
City of South Gate and OLDA
Caltrans Environmental Justice
Planning Study
Roundtable Discussion Meeting

The Cities of South Gate, and Huntington Park in cooperation with seven (7) other neighboring local jurisdictions are conducting an Environmental Justice (EJ) planning study. South Gate serving as the lead agency, in cooperation with the Orangeline Development Authority (OLDA) and the neighboring city partners, including Bell, is conducting the study in these communities to:

- Consider the potential development of a transit corridor linking the southern portion of the OLDA corridor from Cerritos to Union Station;

And

- Discuss the associated economic, social, and environmental justice issues in the corridor.



Find out more: Contact
Judith Norman at
(310) 892-9373 or
Cristina Quintero at
(818) 395-6845 or
By visiting Olda.org.
We value your input and look
forward to your
participation in this
important community meeting

Meeting is scheduled for
City of Bell - Chamber's Council
6330 Pine Avenue, Bell, CA 90201
Wednesday, June 28, 2012 at 6:30PM

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.



La Ciudad de South Gate y OLDA



Reunion y Discusion del Estudio de Planeamiento de Justicia Ambiental de Caltrans

Las ciudades de South Gate y Huntington Park en cooperación con siete (7) jurisdicciones vecinas locales, están conduciendo un estudio de planeamiento de Justicia al Medio Ambiente/ Environmental Justice (EJ). La ciudad de South Gate ejerciendo como la agencia líder, en cooperación con Orangeline Development Authority (OLDA) y las ciudades vecinas asociadas están conduciendo el estudio en estas comunidades para:

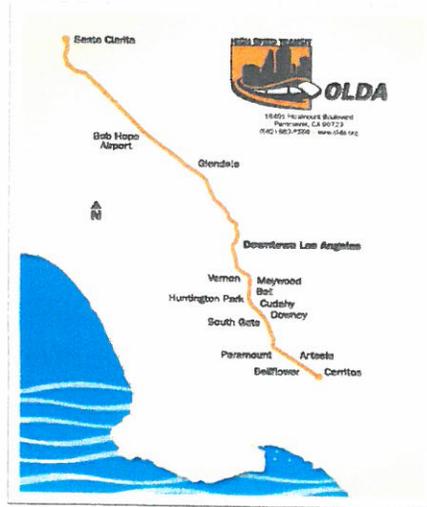
- Considerar el desarrollo potencial de un corredor de transito, uniendo la porción sur del corredor de OLDA desde Cerritos hasta Union Station; y
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La reunión del Grupo de Enfoque (Focus Group) se llevara a cabo:

Lugar: 6330 Pine Avenue, Bell, CA 90201

Fecha y Hora: Junio 28, 2012 a las 6:30PM

Orangeline Development Authority (OLDA) se ha comprometido a promover el transporte en toda la región del Sur de California. OLDA se encarga de la planificación, financiamiento y construcción de un sistema de transito de alta velocidad no dañino al medio ambiente, a desnivel y de energía eficiente en el Sur de California.



Para mas información puede contactarse con Judith Norman al (310)892-9373, Cristina Quintero al (818)395-6845 o visitando Olda.org Valoramos su aporte y esperamos su participación en esta importante reunión de la Comunidad.



La Ciudad de South Gate y OLDA



Reunion y Discusion del Estudio de Planeamiento de Justicia Ambiental de Caltrans

Las ciudades de South Gate y Huntington Park en cooperación con siete (7) jurisdicciones vecinas locales, están conduciendo un estudio de planeamiento de Justicia al Medio Ambiente/ Environmental Justice (EJ). La ciudad de South Gate ejerciendo como la agencia líder, en cooperación con Orangeline Development Authority (OLDA) y las ciudades vecinas asociadas están conduciendo el estudio en estas comunidades para:

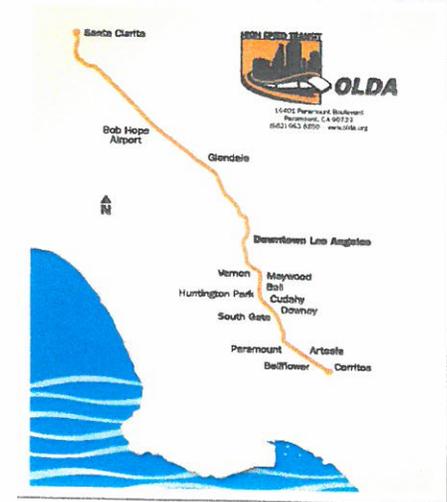
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**City of South Gate
and OLDA**



**Caltrans Environmental Justice
Planning Study
Roundtable Discussion Meeting**

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The study will provide the basis for community development of project-related goals, objectives and the strategies related to the transit corridor project, and will be designed to achieve economic vitality and address environmental issues within the corridor.

Focus Group meeting is scheduled for:

Location:

Time:

Find out more by contacting Judith Norman at (310) 892-9373 or Cristina Quintero at (818) 395-6845 or by visiting Olda.org.

We value your input and look forward to your participation in this important community meeting.

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**City of South Gate
and OLDA**



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Task 4: Draft and Final Study Plan/City Council/Board/Community Presentations

Task 4.1: OLDA prepared draft and final EJ reports with recommendations. This included opportunities for input from both OLDA board members as well as with participants in the EJ project area. This included OLDA board meetings in December 2012, January, 2013. The final report was approved at the March 13, 2013 OLDA Board meeting.

Task 4.2: OLDA presented final documents.

Deliverable	Documentation
Prepare draft and final plan	Final study plan (<i>See March 2013 Final Report</i>)
Study presentations	Presentation materials (<i>See OLDA Board Presentation – December 2012</i>)



OLDA

A Public Private Partnership

Michael Kodama, OLDA Executive Director



Agency Objectives and Goals

1. High-Speed
2. Grade Separated
3. Environmentally-Friendly
4. Energy-Efficient

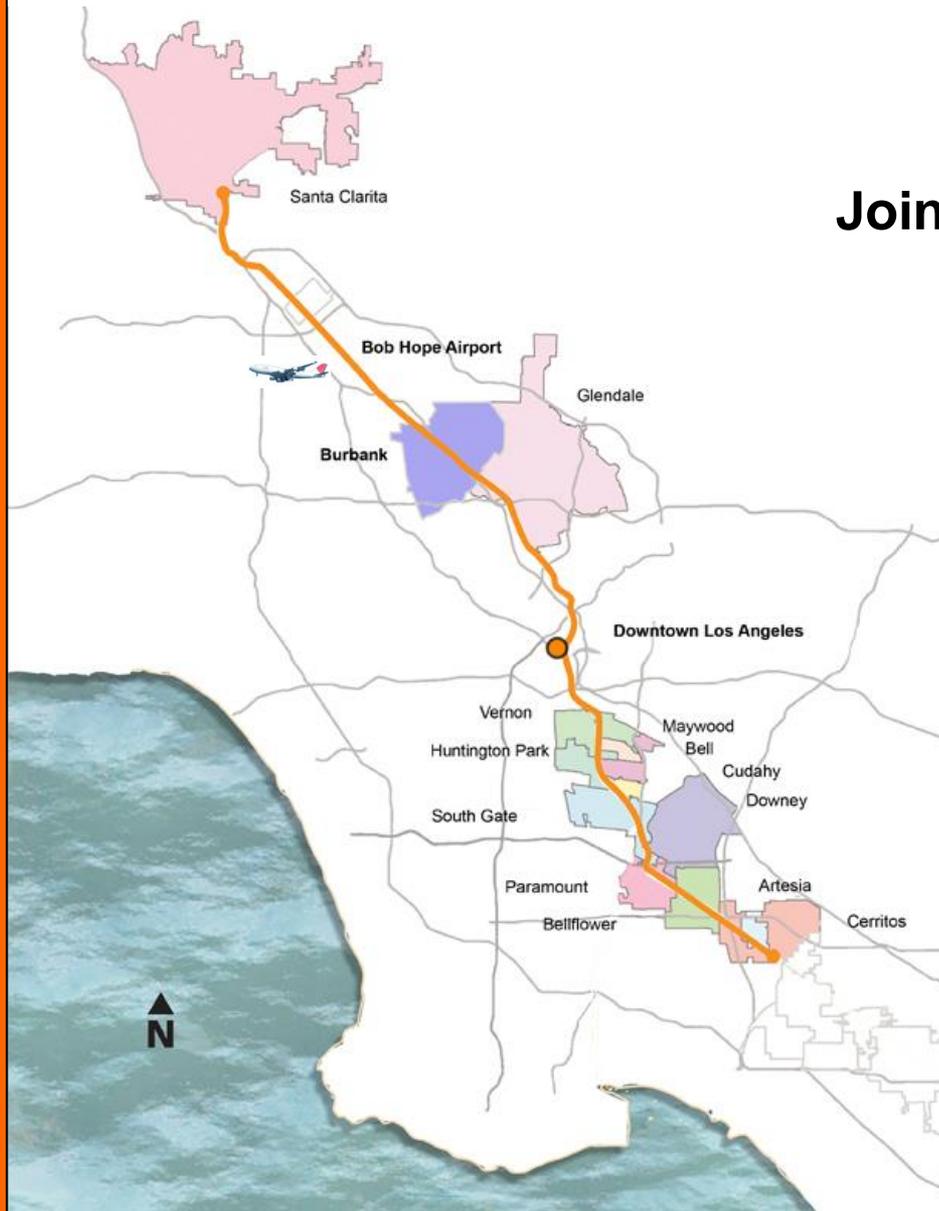




OLDA Members

Joint Powers Authority (JPA)

- Cerritos
- Artesia
- Bellflower
- Paramount
- Downey
- South Gate
- Huntington Park
- Bell
- Cudahy
- Maywood
- Vernon
- Glendale
- Bob Hope Airport
- Santa Clarita



ORANGELINE
HIGH SPEED TRANSIT



Use of Public Rights-of-Way



West Santa Ana Branch
Antelope Valley Line





Caltrans Environmental Justice Transportation Planning Grant

1. Fair treatment of all people
2. Early involvement
3. Partnership
4. Cooperation





OLDA: Environmental Justice

- OLDA Transit Corridor
- Economic, social and environmental justice
- Stakeholder participation: February to April 2012





OLDA: Environmental Justice Corridor Project

- Educate – Empower – Inform
- Environmental
- Economic Vitality



ORANGELINE
HIGH SPEED TRANSIT



Transportation and Economic Opportunities





OLDA: Transit Oriented Corridor

- Jobs and economic vitality
- Transit value
- Neighborhoods
- Affordable and accessible housing
- Public spaces
- Parking





Place Types:
Neighborhood High
Mixed Use
Commercial/
Industrial/Flex



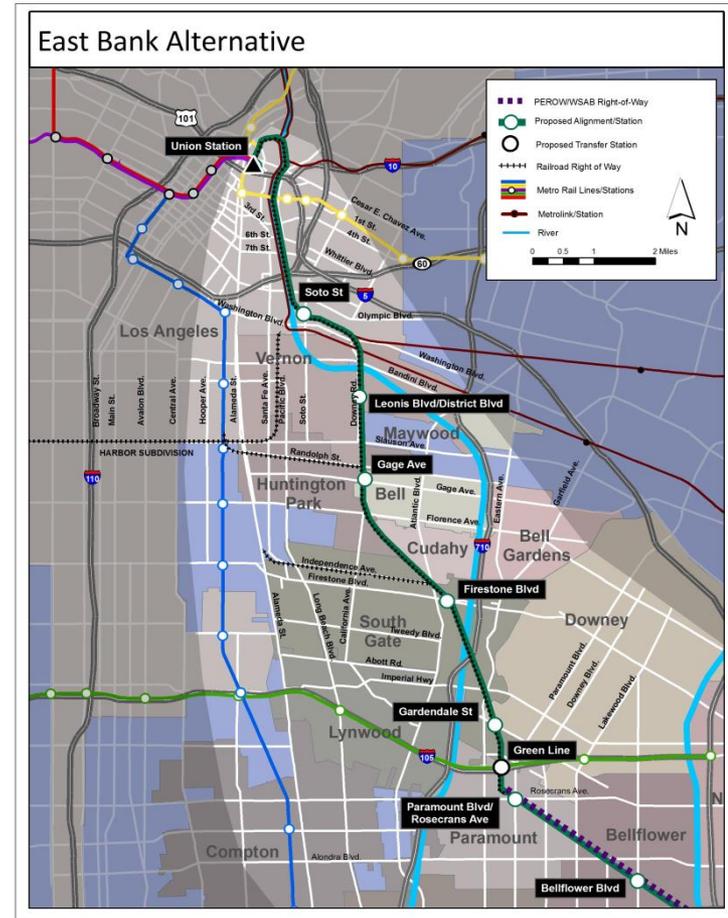
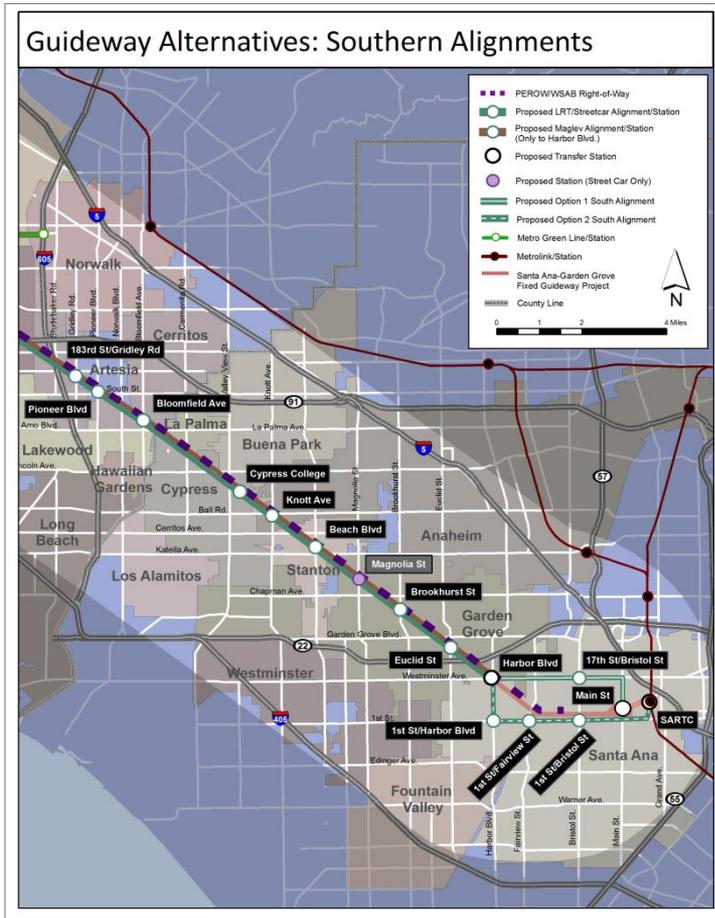
South Gate Transit Village



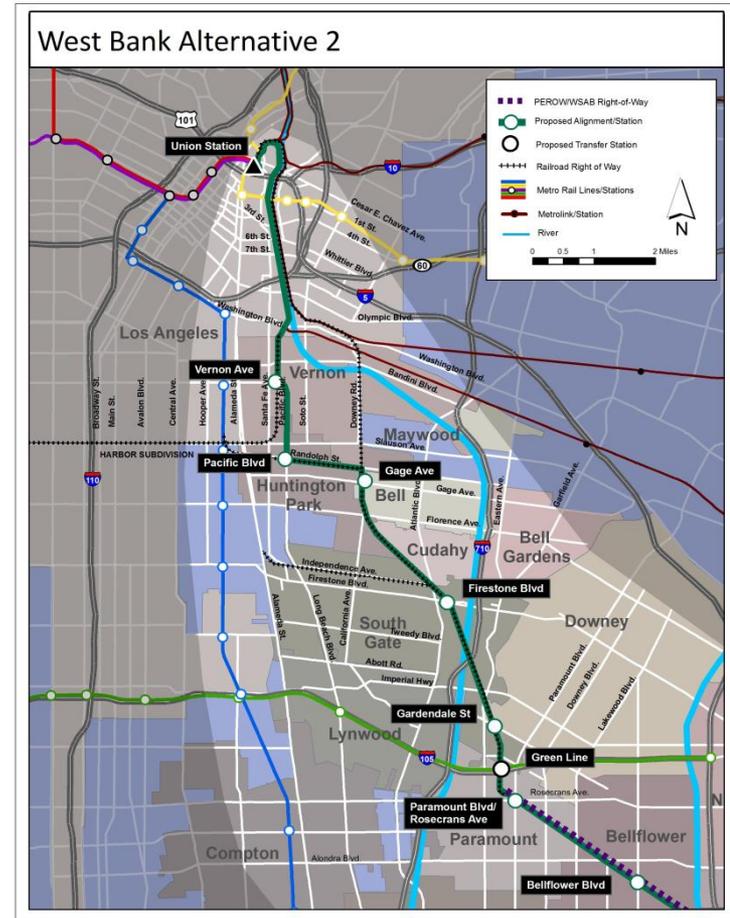
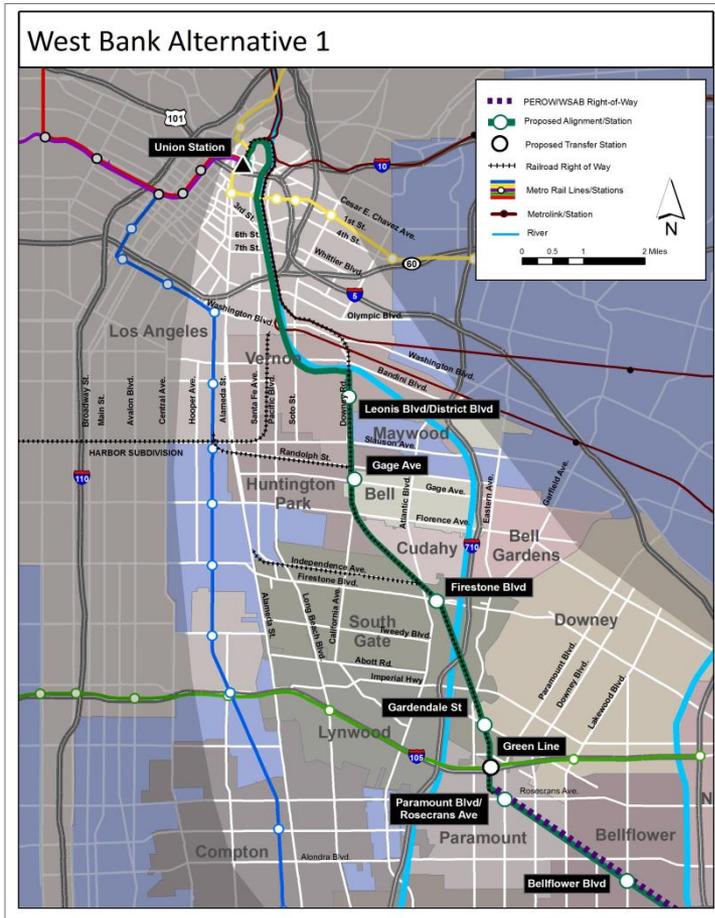
- Districts**
- Arline Industrial
 - Civic Center
 - Community College (2 Sub Areas)
 - El Paseo (2 Sub Areas)
 - Firestone Industrial
 - Gateway (4 Sub Areas)
 - Hollydale Industrial
 - Impetal (3 Sub Areas)
 - Tweedy Educational District
 - Rayo Industrial
 - South Gate Triangle (2 Sub Area)
 - SW Industrial

South Gate - Gateway District

South Alignment & East Bank

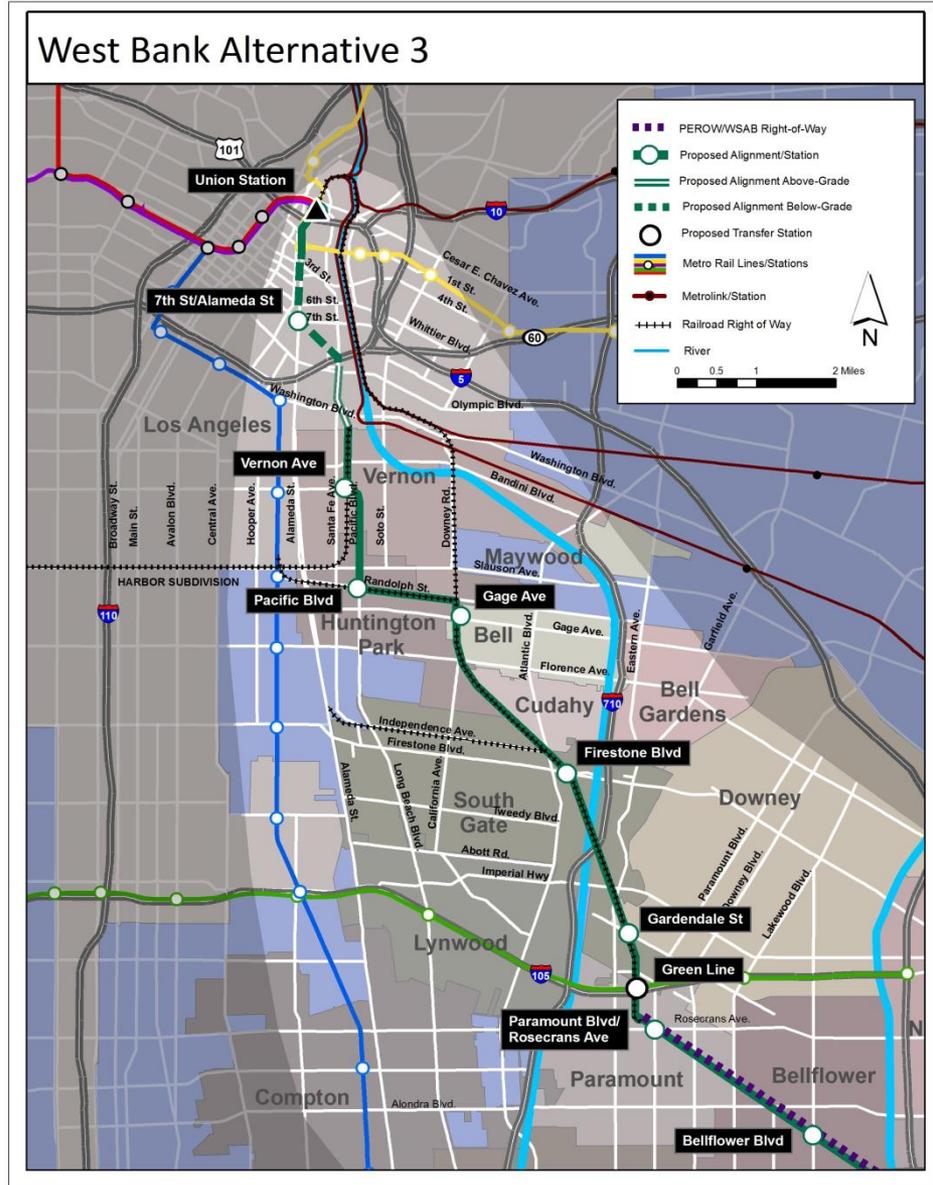


West Bank 1 & West Bank 2



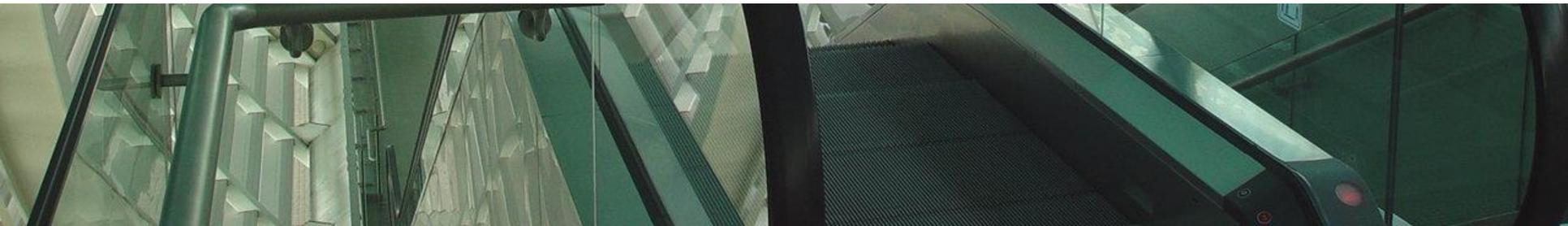
West Bank 3

- Huntington Park Station
- 7th & Alameda
- Little Tokyo





Questions?
Michael Kodama
www.olda.org



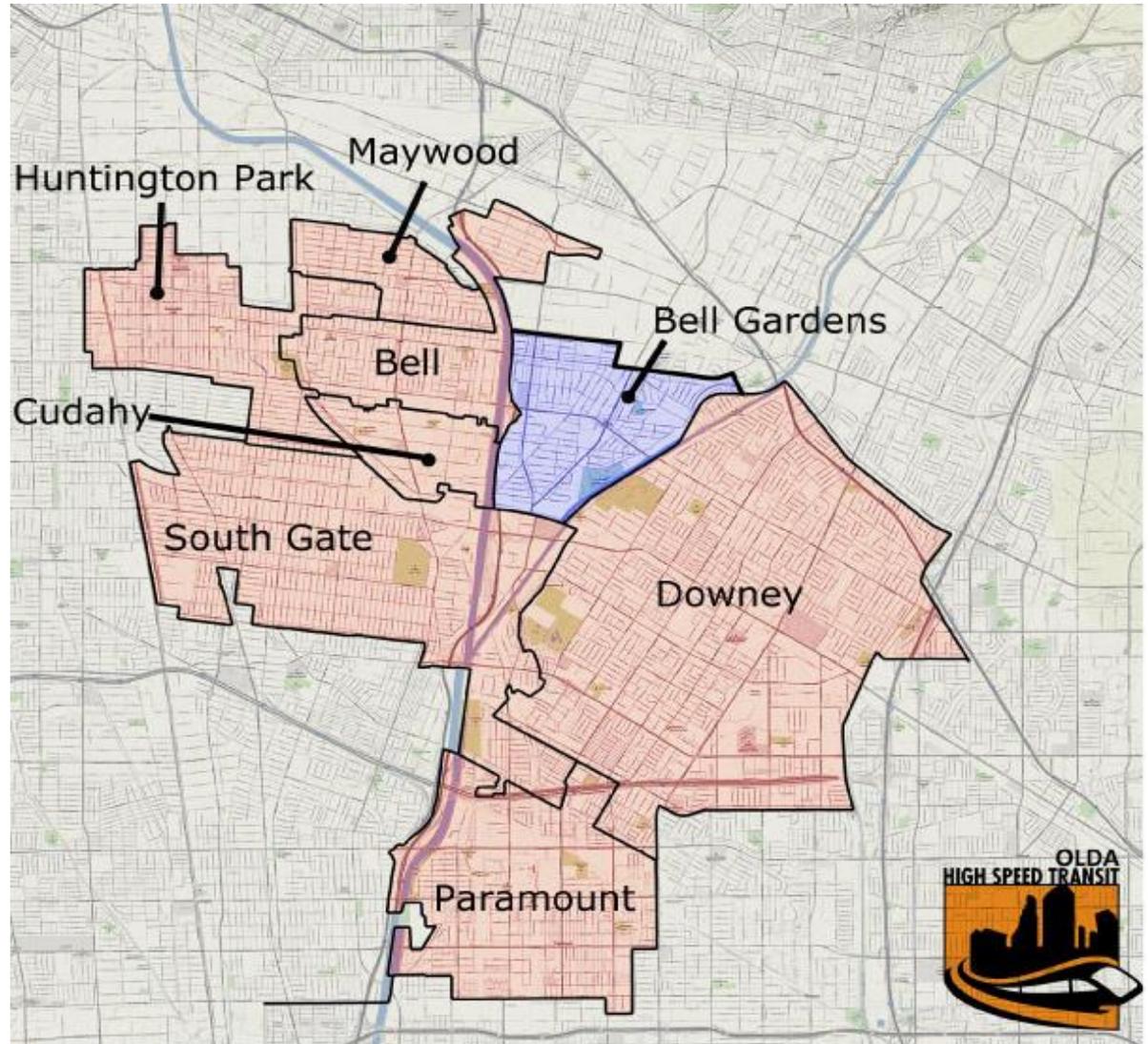


CALTRANS ENVIRONMENTAL JUSTICE PLANNING STUDY

December 12, 2012



CALTRANS ENVIRONMENTAL JUSTICE CITIES





EXISTING CONDITIONS

- Unmet transit need and high transit usage
- Significant economic issues
- High unemployment rate
- Heavily congested freeways and street system
- Majority of households speak another language
- Environmental issues
- Density
- Age, Income



710 Freeway at Firestone Blvd exit



KEY ISSUES RAISED DURING OUTREACH

- Increasing transportation options
- Impacts on residents
- Project timeline
- Station issues
- Access to employment centers
- Construction impacts
- Parking
- User time, cost, convenience, and safety
- Compatibility with existing system
- Environmental impacts



Information table at
Huntington Park Festival



CITY OF SOUTH GATE

“Make sure our residents get an affordable transit option and be part of the decision making process.”

-Councilmember Maria Davila



Tweedy Boulevard, South Gate



CITY OF HUNTINGTON PARK

“We are all neighbors working together.”
-Mayor Andy Molina

“How do we get to the stations without a car?”
-Councilmember Rosa Perez





CITY OF BELL

“Public transportation is a necessity, not an alternative.”
-Vice Mayor Violeta Alvarez



CITY OF CUDAHY

“This is a great opportunity for us. First mile/last mile is very critical for this population.”
-Vice Mayor Frank Gurule



CITY OF MAYWOOD

“If I wanted to use public transportation, I would have to catch a bus by my house at 5:45am to get to work at 8:00am.”

-Mayor Pro Tem Veronica Guardado





CONCLUSIONS

- Strong interest in the project
- Opportunity for achieving environmental justice objectives consistent with the goals of the OLDA
- Need for refinement of station development and land use plans
- Importance of participation in the decision-making process



Pacific Blvd in Huntington Park



THANK YOU



Eco-Rapid Transit

Item 10

The Orangeline Development Authority (Eco-Rapid Transit) 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 Bell Gardens
- 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
Mayor Pro Tem
City of Vernon
- Auditor
Scott A. Larsen
Council Member
City of Bellflower
- Executive Director
Michael R. Kodama
- General Counsel
Teresa L. Highsmith
- Ex-Officio
Rene Bobadilla
City Manager Representative

AGENDA REPORT

TO: Members of the Eco-Rapid Transit
FROM: Michael R. Kodama, Executive Director
DATE: March 13, 2013
SUBJECT: **APPROVE CALTRANS ENVIRONMENTAL JUSTICE FINAL REPORT**

ISSUE

To assess community impacts and address environmental justice goals and objectives relative to the development of a transit corridor to provide regional connectivity to cities located in the environmental justice project area and to other locations in the corridor.

BACKGROUND

In February 2011, the City of South Gate, in cooperation with the Orangeline Development Authority (Eco-Rapid Transit) and six (6) other neighboring jurisdictions including, the cities of Huntington Park, Bell, Bellflower, Cudahy, Maywood and Paramount, initiated a 24-month environmental justice study funded by the California Department of Transportation. These cities were joined during this study by the City of Bell Gardens.

RECOMMENDATION

It is recommended that the Board:

1. Approve and adopt Caltrans Environmental Justice Report

Attachment

Task 5: Study Administration and Fiscal Management

Task 5.1: The City of South Gate and OLDA worked in coordination to submit quarterly reports, to monitor and direct consultant activities and deliverables, and to complete invoicing and billing to ensure satisfactory project completion.

Deliverable	Documentation
Monitoring of study and consultant contracts	Quarterly milestone reports to District 7 project manager (<i>See Quarterly Reports</i>)
Serve as fiscal manager	Copies of invoices and associated billing paperwork (<i>See invoices</i>)