

West Santa Ana Branch Transit Corridor

Planning and Programming - May 16, 2018

File 2018-0072

Construction - May 17, 2018

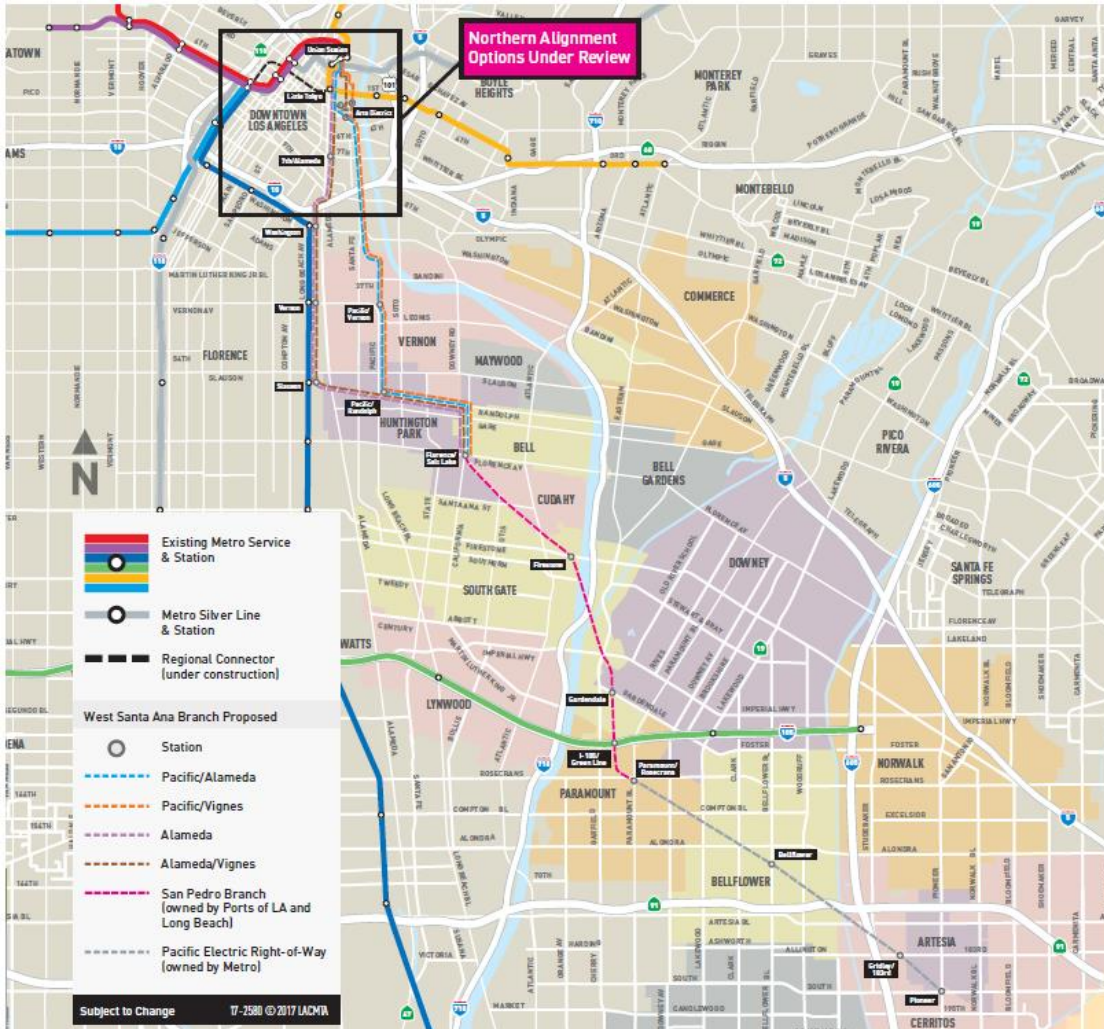


Recommendation

AUTHORIZING:

- 1. Northern alignment options to carry forward into Draft EIS/EIR**
 - a. Concept E: Union Station via Alameda Underground
 - b. Concept F: Union Station via Alameda Underground/Center Aerial
 - c. Concept G: Downtown Transit Core Underground
- 2. Technical services Contract Modification No. 2 in the amount of \$2,760,752 for the evaluation northern alignments in Draft EIS/EIR.**
- 3. Outreach services Contract Modification No. 1 in the amount of \$429,310 for augmented Community Participation Program as part of the evaluation of northern alignments.**

West Santa Ana Branch



- Provide **mobility** improvements
- Support local/regional **land use** plans and policies
- Minimize **environmental** impacts
- Ensure **cost** effectiveness & financial feasibility
- Promote **equity**

Original Northern Alignment Alternatives

- A. Pacific/Alameda
- B. Pacific/Vignes
- C. Alameda (aerial)
- D. Alameda/Vignes



New Northern Alignment Concepts

- E. Alameda (underground)
- F. Alameda/Center
- G. Downtown Transit Core
- H. Arts District/6th St



Recommended Alignments

- E. Alameda (underground)
- F. Alameda/Center
- G. Downtown Transit Core



Performance Compared to Project Goals

Evaluation Criteria	Northern Alignment Alternative and Concepts							
	Alt A Pacific/Alameda	Alt B Pacific/Vignes	Alt C Alameda (aerial)	Alt D Alameda/Vignes	Concept E Alameda (underground)	Concept F Alameda/Center	Concept G Downtown Transit Core	Concept H Arts District/ 6 th Street
1. Provide Mobility Improvements								
2. Support Local and Regional Land Use Plans and Policies								
3. Minimize Environmental Impacts								
4. Ensure Cost Effectiveness and Financial Feasibility								
5. Ensure Equity								
Overall Ratings	Medium/Low	Medium/Low	Medium	Medium	High	Medium/High	Medium/High	Low

Summary of All Northern Alignments

Ridership projected to 2042

Northern Alignment Original Alternatives & New Concepts	Daily WSAB Boardings	Daily New Transit Trips	Daily Low-Income Riders	Travel Time (minutes)	ROM Cost Estimate (2017 \$B's)	Cost per New Riders per Year (2017 \$)
A Pacific/Alameda	58,000	24,500	22,100	36.6	\$4.7	\$607
B Pacific/Vignes	56,000	25,000	21,300	34.5	\$4.7	\$596
C Alameda (aerial)	75,500	26,000	29,600	35.5	\$4.6	\$557
D Alameda/Vignes	69,500	25,500	26,800	35.5	\$5.0	\$620
E Alameda (underground)	81,500	27,000	31,700	33.5	\$5.8	\$679
F Alameda/Center	74,500	26,000	28,400	34.0	\$5.4	\$655
G Downtown Transit Core	78,500	25,000	32,400	33.6	\$5.8	\$729
H Arts District/6 th St	46,500	19,500	19,000	37.5	\$4.5	\$740

ROM = Rough order of magnitude



Community Meetings

- Nine Community Meetings held
 - March 12: Little Tokyo (3pm & 6pm)
 - March 13: City of Artesia @ 6pm (also conducted as a live webcast)
 - March 17: City of Bell @6pm
 - March 19: City of Downey @6pm
 - April 30: LAUS @ 3pm & 6pm
 - May 3: City of Paramount @ 6pm (also webcast)
 - May 15: City of Downey @ 7pm
- Over 490 attendees
- Over 300 webcast views
- Over 150 written comments received



Metro

Key Takeaways

- 90% of trips are common to LAUS and Downtown Transit Core
- 66% of population in the study area are considered Environmental Justice (EJ) communities
 - EJ communities are spread *throughout* the 20 mile corridor
- An average of 62% WSAB riders would enjoy a one seat ride
- Measure M identifies \$4B in 2017\$
 - \$1B- opening 2028
 - \$3B- opening 2041
- All alignments exceed Measure M \$4B allocation
- Board decision on Northern Alignment alternatives to further study in environmental is critical to moving project forward