

Santa Ana-Garden Grove Fixed Guideway Project

OCTA Board of Directors

September 26, 2011



Project Overview

- **Alignment**



- **Length of Route**

- 8.1 track miles



Project Overview

- **Destinations Served**

- Santa Ana Regional Transportation Center (SARTC)
- City, County, State & Federal Government Offices & Courthouses
- Historic Orange County Courthouse
- Downtown Santa Ana
- Santa Ana College
- Orange County High School of the Arts (OCHSA)
- Station District
- Historic Neighborhoods
- Santa Ana Stadium
- Willowick Redevelopment Area
- New Multimodal Transportation Center in Garden Grove



Project Benefits

Study Area Statistics	
Population Density (2015)	17,958 residents/square mile
Employment Density (2015)	48,500 jobs/square mile
Households Without a Car	17.8 percent
Residents Who Use Public Transit	13.8 percent
Projected Fixed Guideway Ridership ¹	4,400 daily boardings (2017) 12,500 daily boardings (2030)
Estimated Daily VMT Reduction	2,165 trips (2017)
Construction Jobs Created ²	4,650

1. Source: Go Local Step One report. Undergoing further analysis in coordination w/ OCTA & FTA.
2. Source: "Public Transportation and the Nation's Economy", CSI, 1999



Project Benefits

- **Connectivity**

- ...along the fixed guideway route*

- Metrolink & Amtrak Rail Services
 - Greyhound & International Bus Services
 - Eighteen OCTA Bus Routes
 - Including Seven (7) of OCTA's Busiest Routes

- ...via OCTA bus connections*

- Bowers Museum & Discovery Science Center
 - City Place, Main Place Mall, South Coast Plaza
 - International WEST & Metro East
 - Garden Grove Civic Center
 - Crystal Cathedral
 - John Wayne Airport



Technology Screening Process

GOAL-BASED CRITERIA*	PERSONAL RAPID TRANSIT	LOW-SPEED MAG LEV	MONORAIL	DIESEL MULTIPLE UNITS	COMMUTER RAIL	LIGHT RAIL	BUS	TROLLEY BUS	MODERN STREETCAR
LIVABILITY/ACCESSIBILITY Does the project promote livability and walkability? Does it utilize clean fuels? Does it reduce auto dependency?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
PROVEN FEASIBILITY Is the technology proven in revenue service in the US?	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
AFFORDABILITY Can the project be implemented at a "reasonable" cost based on possible, known funding sources?	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes
ACCESSIBILITY Does the project provide the required level of accessibility ? Does it address identified travel markets and needs?	No	No	No	No	No	Yes	Yes	Yes	Yes
COMMUNITY ACCEPTANCE/ ENVIRONMENTAL STEWARDSHIP Does the project avoid major right-of-way impacts ? Can it operate in existing lanes?	No	No	No	No	No	No	Yes	Yes	Yes

* Local criteria



Alignment Screening Process

Screening Criteria/ Measure of Effectiveness	BRT 1 – Civic Center Drive	BRT 2 – Santa Ana Blvd/ 5 th Street	Streetcar 1 – Santa Ana Blvd/ 5 th Street	Streetcar 2 – Santa Ana Blvd/ 4 th Street	Streetcar 3 – 3 rd Street Blvd/ 4 th Street
Serves City's adopted transit corridors	0%	29.8%	33.9%	27.0%	29.5%
Number of residents within ¼ mile (in thousands)	43	43	45	42	42
Number of employees within ¼ mile (in thousands)	26	27	27	26	25
Promotes principles of livability	Low	Low	High	High	High
Serves transit-supportive land use	Low	Med-Low	High	Med-High	Med
Significant long-term public infrastructure investment	Med	Med	High	High	High
Total estimated cost	Low	Low	Med	Med	Med
Recommended Ranking	5 th	4 th	1 st	2 nd	3 rd



Progress to Date

Key Deliverables Completed	
Purpose & Need Statement	FTA approved
Preliminary Definition of Alternatives	FTA reviewing
Initial Screening Report	FTA reviewing
Travel Demand Forecasts	FTA reviewing
Conceptual Engineering & Urban Design	OCTA reviewing
Public Outreach	Ongoing



Progress to Date

Preliminary Estimate of Project Costs*

Capital	≅ \$171 to \$204 million (MOS) ≅ \$252 million (entire corridor)
Operations & Maintenance (Annual)	≅ \$2 to \$4 million (opening year)
Potential Funding Sources	Measure M2 Federal New Starts/TIGER grant CMAQ (initial 3 years O&M) City contributions Developer contributions Metrolink reciprocity Fares & advertising

* Cost estimates are in year of expenditure (YOE) dollars. All of the above will be refined during the pre-Preliminary Engineering analysis phase (July 2011-March 2012).



Path to Success

- **Project Schedule**

- Conceptual Engineering
& Environmental Analysis

August 2009 – March 2012

- Pre-PE Analysis

July 2011 – March 2012

- Project Development

Sept 2012 – December 2014

(Preliminary Engineering, ROW, Final Design)

- Vehicle Acquisition

January 2014 – June 2016

- Construction

May 2015 – May 2017

- System Testing

June 2017 – August 2017

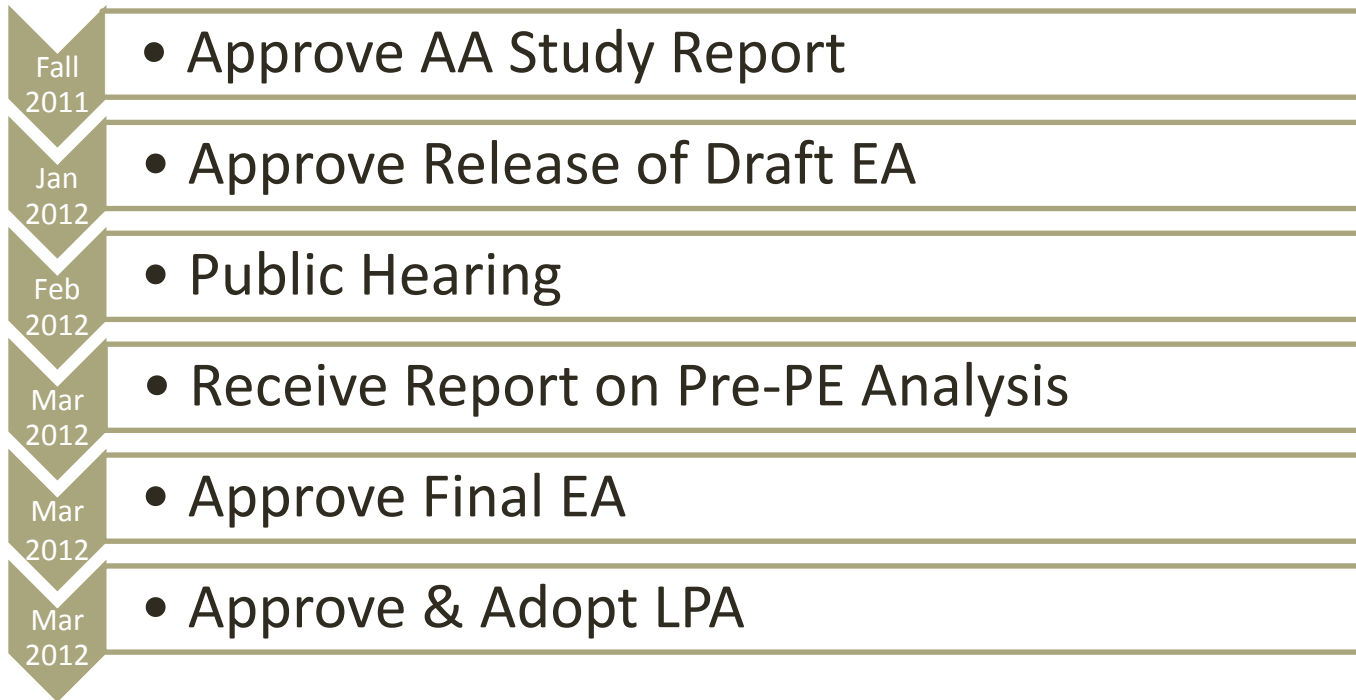
- Operations Begin

September 2017



Next Steps

- **OCTA Board Milestones**



SARTC Master Plan

- **Project Location**



SARTC Master Plan

- **Catalysts for Improvements**
 - Introduction of increased Metrolink service, fixed guideway and BRT
 - Enhance bike linkages
 - Enhance pedestrian linkages
 - Santa Ana Boulevard grade separation
 - Transit oriented development
 - Transit Zoning Code



SARTC Master Plan

- Station District Transit Village @ SARTC



SARTC Master Plan

- Pedestrian Plaza Looking East



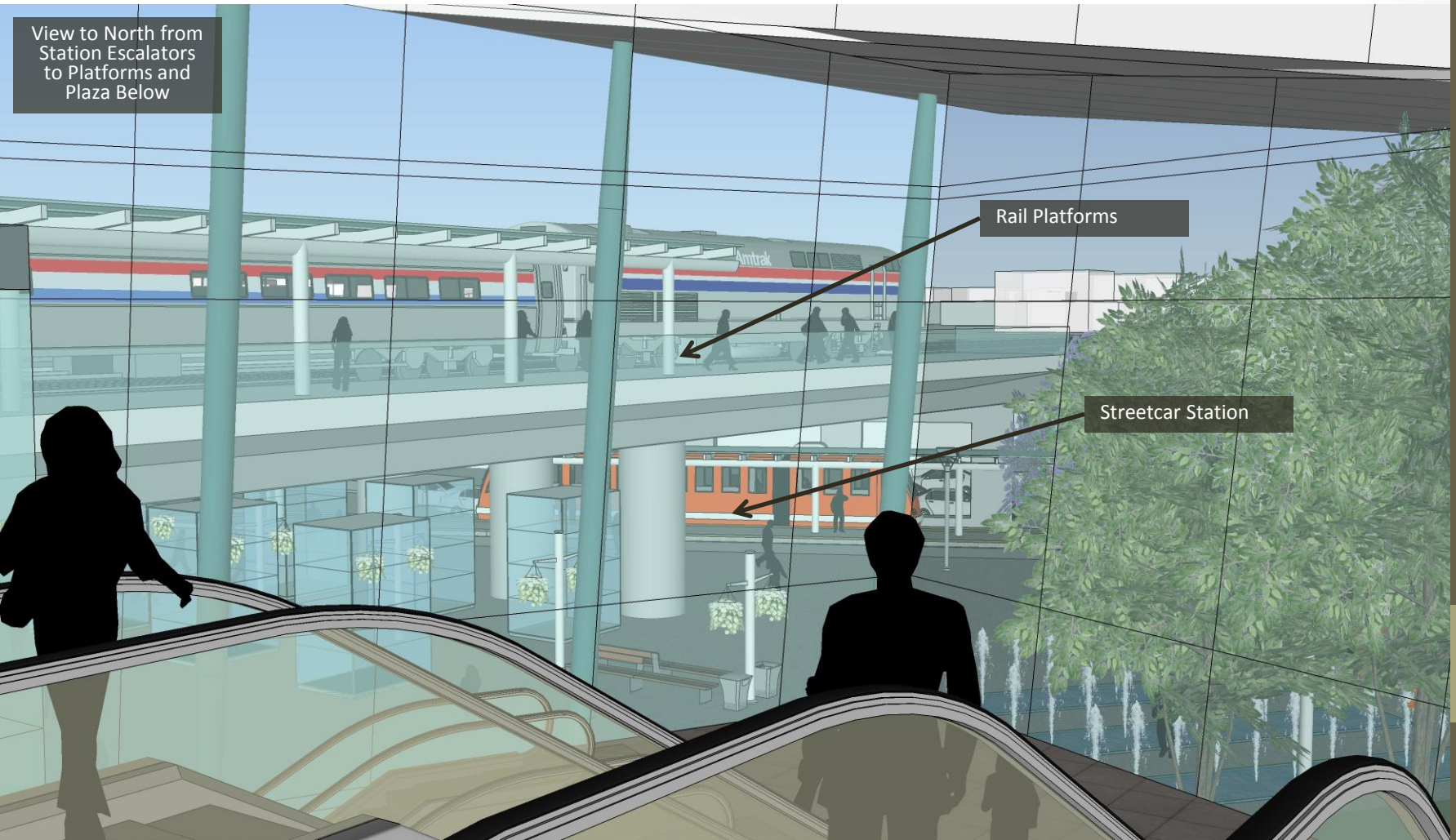
SARTC Master Plan

- **Interior View Proposed New Station**

View to North from
Station Escalators
to Platforms and
Plaza Below

Rail Platforms

Streetcar Station



SARTC Master Plan

- Gateway to Downtown Santa Ana & the OC Civic Center

