CHAPTER 7 BEYOND THE PLAN

Corridor Preservation

The Community and Environmental Transportation Acceptability Process (CETAP) underway in Riverside County has led to the identification of four corridors (two intracounty corridors and two intercounty corridors). CETAP long-range corridors previously described in the unconstrained portion of the 1998 Plan are in the constrained portion in the 2001 RTP and are carried forward to the 2004 RTP. The ultimate goal of the CETAP process is the preservation of rights-of-way to be used for a future transportation project. Ideally, the CETAP effort in Riverside County will encourage other agencies to consider a similar effort since there still remain large amounts of open space where future corridors will be needed to meet transportation demand.

As Riverside County has shown, it is important to identify and preserve transportation corridors needed to expand or enhance transportation for future generations. Local governments will find it difficult to obtain optimal locations for these corridors unless efforts to preserve them are made early. The American Association of State Highway and Transportation Officials (AASHTO) Report on Corridor Preservation states that early efforts provide the following benefits:

- prevent inconsistent development
- minimize or avoid environmental, social and economic impacts
- prevent the loss of desirable corridor locations
- allow for the orderly assessment of impacts
- permit orderly project development
- reduce costs

Ideally, the long-range corridors will encourage planners and policy-makers to start preparing strategies for preserving corridors now. Planning can prevent losing rights-of-way needed for transportation beyond the year 2030. Thus, rights-of-way preservation is a reasonable concern, particularly in areas where development may block a long-range corridor. More opportunities to capitalize on preservation are available in less-urban areas, where local governments have an opportunity to obtain available land for new transportation facilities.

The first step in this kind of planning is to identify potential long-range corridors and determine if there is a need to preserve them. This will require intergovernmental coordination and should include a funding component. Next, criteria to evaluate and prioritize the selected corridors must be developed. Once a corridor is selected, environmental studies will be needed. Traditional preservation techniques include purchasing land or using government statutes to place a corridor alignment on a general plan land-use map. Other State and federal funds can be used to assist in acquiring land for long-range corridors.

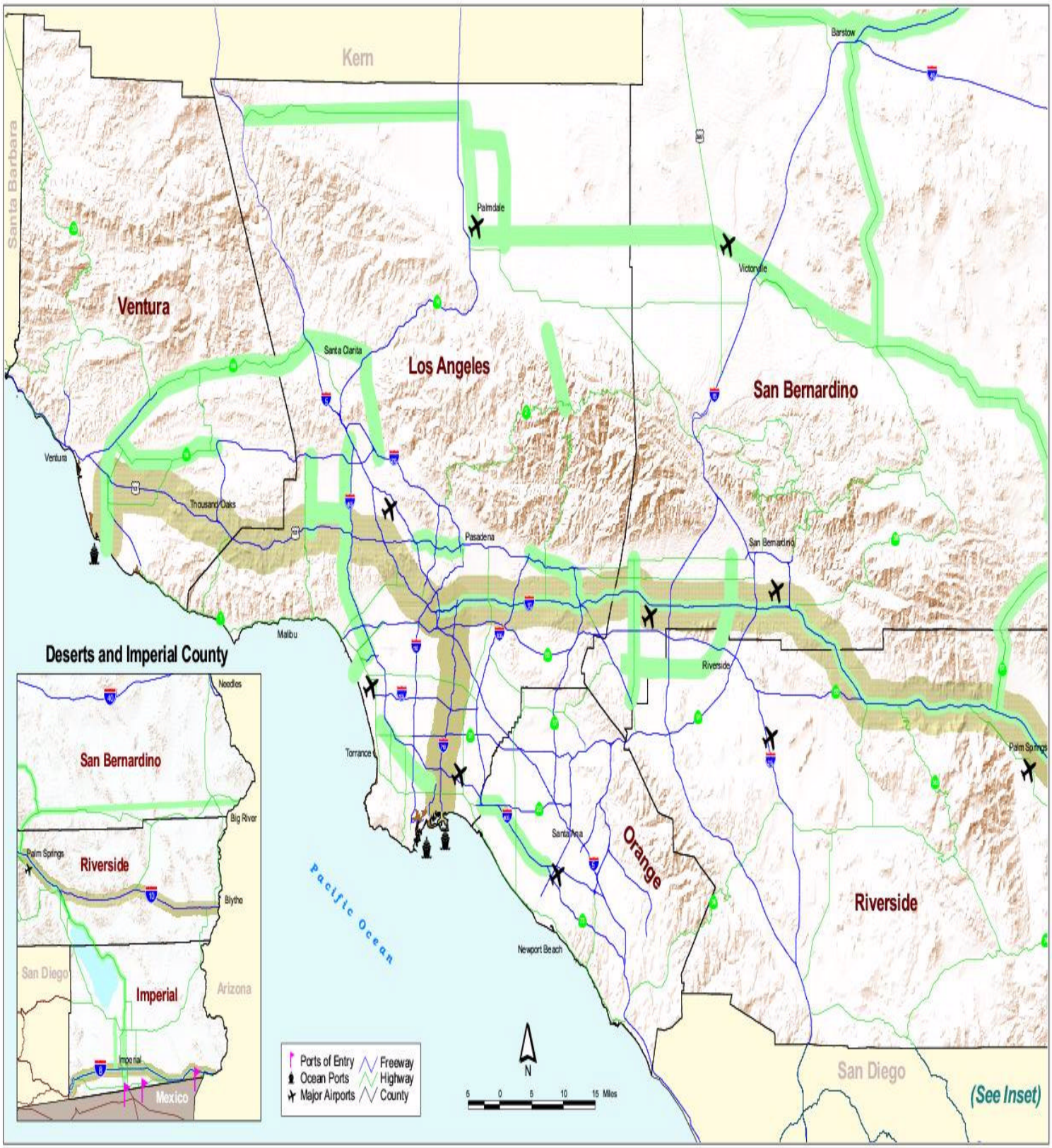
The SCAG Region is pursuing a new, environmentally sensitive approach to considering development. This approach envisions that transportation options will be developed with environmentally sensitive land-uses and habitat issues as part of the planning and design criteria. It would involve early and active involvement by all stakeholders. The information sources for long-range corridors include:

- various long-range transportation studies
- recommendations from Caltrans
- transportation corridor projects expected to be operational after 2030
- informal discussions with public agency staff

In addition, the Southwest Passage is included to address the needs for preserving corridors to move goods and freight. Table 7.1 and Exhibit 7.1 identify Post-2030 Long-Range Corridors.

Table 7.1
Post-2030 Long-Range Corridors

Corridor	*Source*
Imperial County Corridors:	
Forrester Road and Westmoreland Bypass Corridor	IVAG
State Route 111 Corridor	IVAG
State Route 115 Corridor	IVAG
Inter/Intracounty Passenger and Freight Rail Corridor	IVAG
Los Angeles County Corridors:	
Santa Clarita Bypass	Caltrans 07
State Route 27	LACMTA
State Route 39 Corridor	Caltrans 07
U.S. Highway 101	LACMTA
State Route 126 Corridor	Caltrans 07
State Route 134/210 Corridor	LACMTA
Interstate 405 Corridor (segment)	Caltrans 07, LACMTA
Orange County Corridors:	
Interstate 405 Corridor (segment)	Caltrans 12
San Bernardino County Corridors:	
Euclid Avenue Corridor	SANBAG
Interstate 15 Corridor	SCAG
Ventura County Corridors:	
Santa Paula Branch Line Corridor	VCTC
State Route 118 Corridor	Caltrans 07
Intercounty Corridors:	
Southwest Passage Corridor	SCAG
High Desert Corridor	Caltrans 07 and 08
Los Angeles/Coachella Valley/Calexico Rail Corridor	Caltrans 08 and 12, Riverside County, SCAG
North South Corridor	Caltrans 12
Soquel/Jurupa-Limonite/Alder Corridor	SCAG
Cal-Nevada High Speed Rail	OCTA

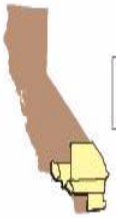


Corridors

- Southwest Passage Strategy Multimodal (50 miles wide) from SCAG/SANDAG to Texas
- Multimodal Corridors: Non-urban/Urbanizing Urban (Corridor boundaries are not precise)

Post 2030 Long Range Corridors

Exhibit 7.1



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

2004 RTP

Unconstrained Projects – Our Unmet Needs

Beyond the 2004 RTP, it is estimated that there are approximately $100 billion in unmet needs in the Region for capital improvements, as well as unfunded operation and maintenance needs due to lack of funding. SCAG, in cooperation and coordination with the stakeholders, maintains a list of capital projects that are financially unconstrained, and are thus called, "Unconstrained Projects." Conceivably, as the future funding picture changes, some of these projects could be advanced to the "constrained" status (based on performance) in future RTP updates.