

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

West Santa Ana Branch

January 13, 2022

WSAB Project Overview



- > 19-mile corridor
- > Up to 12 new stations
- > Up to 5 new park & ride facilities
- > **Study Area:** 98 square miles

Study Area	Current	Projected (2042)
Pop.	1.4 M	1.6 M
Emp.	618,500	746,000

Metro Travel Demand Model 2017 to 2042

- > Populations and employment densities are **five times higher than LA County**

Draft EIS/R: Project Alternatives Overview

4 termini options:

- 1 **Alt 1:** LA Union Station to Pioneer Station (19.3 miles)
- 2 **Alt 2:** 7th St/Metro Center to Pioneer Station (19.3 miles)
- 3 **Alt 3:** Slauson/A Line (Blue) to Pioneer Station (14.8 miles)
(2019 Metro Board approved IOS)
- 4 **Alt 4:** I-105/C Line (Green) to Pioneer Station (6.6 miles)
(2019 Metro Board approved IOS)



Freight Interface

Key Considerations

- > Up to **11 miles** of shared corridor in freight-owned right-of way (ROW)
 - **4 miles:** Wilmington & La Habra Branches (owned by Union Pacific Railroad, UPRR)
 - **6 miles:** San Pedro Subdivision (owned by Ports of Los Angeles & Long Beach with UPRR having exclusive right)

***6 miles: Metro-owned PEROW**

> Clearances:

- **20 feet** horizontal
- **23.5 feet** vertical



Project Funding & Update Project Cost Estimate (2020)*

> Measure M Expenditure Plan identifies \$4B of local, state, federal funding:

- FY2028 (\$1B): Pioneer to I-105/C Line
- FY2041 (\$3B): I-105/C Line to Downtown

> Updated Project Cost (2020)* (*Based on 15% design & Excludes FLM)

	Bellflower MSF	Paramount MSF	Cost/mile
Alt 1: Union Station to Pioneer (including Little Tokyo Station) (19.3 miles)	\$9.1 B	\$9.3 B	470 to 480 M/Mile
Alt 2: 7 th St/Metro Center to Pioneer (19.3 miles)	\$9.3 B	\$9.5 B	480 to 490 M/Mile
Alt 3: Slauson/A Line to Pioneer (14.8 miles)	\$4.9 B	\$5.1 B	330 to 345 M/Mile
Alt 4: I-105/C line to Pioneer (6.6 miles)	\$2.3 B	\$2.6 B	350 to 390M/Mile

Key additional scope/cost changes since 2018 (5% design) to 2020 (15% design) include:

- > 7 additional grade-separations
- > I-105/C Line (Green) three bridges demo and reconstruction
- > Parking lot to structure at Pioneer Station terminus
- > Slauson/A Line Station track reconfiguration to provide connection to A Line (Blue)
- > Identified 213 utility conflicts (based on 15% design)
- > ROW cost increase due to an in-depth ROW assessment
- > Soil remediation
- > General increase in cost/unit on various items based on current projects i.e., Crenshaw Line, D Line (Purple) and Regional Connector

Funding Source (December 2021 Board Report)

- A \$3.15 billion New Starts for Alternative 3 – limited to less than 50% of the cost
- Target State funding (\$850 million)
- Compile \$3.12 billion in total local funds including Measure M, Measure R, 3% local contribution, innovative finance (pension funds)
- Working to secure value capture as a funding source; Metro and cities will continue to pursue their development
 - this process involves the cities and county and extensive analysis, which can take multiple years
 - can be used for 3% contribution

WSAB Recommendation (January 2022)

- A. **APPROVING** the **Los Angeles Union Station (LAUS)** as the terminus for the 19.3-mile West Santa Ana Branch (WSAB) Project; and
- B. **APPROVING** the **Locally Preferred Alternative (LPA) as Slauson/A Line (Blue) to Pioneer Station** with the Maintenance and Storage Facility located in the City of Bellflower; and
- C. **ACCELERATING** the Slauson/A Line to LAUS segment before Measure M Expenditure Plan FY 41-43 by:
 - Identifying a **cost-effective alignment** route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment;
 - Reengaging the community to best define a project, including alignment profile, station locations and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses;
 - Preparing a separate environmental document for this segment; and
- D. **IDENTIFYING** interim bus connections to connect Slauson/A Line to Union Station, as part of the Slauson/A Line to LAUS Segment study

Slauson/A Line to Pioneer Station Segment (14.8 mile, 9 Stations)

- **14.8 miles**
 - 12.2 mile at-grade —
 - 2.6-mile aerial —
- **9 WSAB stations**
 - 6 at-grade ●
 - 3 aerial ●
- **1 new C Line Station at I-105** ○
- **5 park & ride facilities**
 - 4 surface lots ●
 - 1 parking structure ●
- **River crossings** ○
 - Los Angeles River
 - Rio Hondo Channel
 - San Gabriel River
- **4 freeway crossings** ○
 - SR-91, I-605, I-105, I-710
- **LRT Crossings**
 - 15 aerial grade-separations ○
 - 31 at-grade crossings ○
- **8.1 miles of freight realignment** —
- **MSF facility** ○



Anticipated Project Schedule for 14.8-mile Initial Segment

LPA Selection:	January 2022
First Last Mile Planning:	Following LPA Selection
Work with Communities; Evaluate Ways to Reduce Cost on Northern Segment:	Following LPA Selection
Board Selection of Project Delivery Method:	Summer 2022
Metro Board to Certify Final EIR:	Winter 2022
FTA to issue Record of Decision:	Spring 2023
Begin CPUC Application*	2023 to 2025 (18-month process)
Begin Right of Way Acquisition*	2023 to 2026 (2 to 3-year process)
Groundbreaking*	As early as 2023/25
Advanced Engineering Works (IOS):	2023 to 2026/29
LRT Construction (IOS):	2026 to 2033/35

** Final EIR Certification/FTA ROD prerequisite*



Bellflower Maintenance and Storage Facility (MSF) Site

> Bellflower MSF site option

- 21 acres city-owned parcel
- Currently developed with a recreational commercial business (the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX)



Downtown Study: Slauson/A Line to LAUS Segment (4.5 miles)

- **March 2022 to Early 2023:** Work with downtown communities to address impacts and evaluate ways to reduce cost of this segment & reassess station locations, including Little Tokyo
- Begin environmental for this segment after completion of study
- Open this segment **before Measure M Expenditure Plan FY 41 to FY 43**

LPA Selection:	January 2022
Begin Slauson/A Line to Downtown Study	March 2022
Work with Communities Evaluate Ways to Reduce Cost on Northern Segment:	March 2022 to Early 2023
Board approval	Early/Spring 2023
Begin Environmental Process	Spring 2023 – Spring 2025/26 (2 to 3 years)

New Starts: Request for Entry into PD Phase

- **December 2021:** Metro requested entry into Project Development from FTA in initiating a 45-day FTA review and response process
 - Project Development is the **first formal phase** of the New Starts process
 - Key New Starts requirements to be completed during Project Development include Federal environmental review process, selecting the LPA, and adopting it into the fiscally constrained long range transportation plan.

Live Streaming Board Meeting January 27, 2022 at 10am

Access the live Board Meeting along the corridor.

Location

Address

Artesia – Albert O. Little Community Center

[18750 Clarkdale Av, Artesia, CA 90701](#)

Cerritos – Cerritos Center for the Performing Arts

[18000 Park Plaza Dr, Cerritos, CA 90703](#)

South Gate – City Hall, Council Chambers

[8650 California Av, South Gate, CA 90280](#)

Huntington Park – City Hall

[6550 Miles Av, Huntington Park, CA 90255](#)

Downtown LA – St Francis Xavier Church

[222 S Hewitt St, Los Angeles, CA 90012](#)

Back-up slides

Value Capture Timeline

Jan 2022:	Update COG and city managers
Feb to Mar 2022:	Technical advisors on-board
Mar to Jul 2022:	Meet with cities along corridor
Apr to Jul 2022:	Submit Board Box status report
Jul to Dec 2022:	Evaluate/implement value capture