

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Public Hearings
Draft EIS/EIR Public Comment Period
August 19, 24, 28, 2021

WSAB Project Video (new)



[*Link to project video*](#)

Meeting Format



Meeting will be recorded



Court reporter will document oral comments after presentation



Simultaneous interpretation available



Webcams will **remain off** during entire presentation



Mics will **remain off** during the formal presentation



Use the "raise hand" feature to provide oral comments (up to 2 minutes)



Comments will not be accepted in Q&A function



For technical support call 909.497.6339

Our Expectation

We will conduct a respectful meeting to allow ideas and comments to be shared in an open and fair environment

Today's Speakers



Meghna Khanna
Project Manager
Metro



Mark Dierking
Community Relations Manager
Metro

Metro Project Team



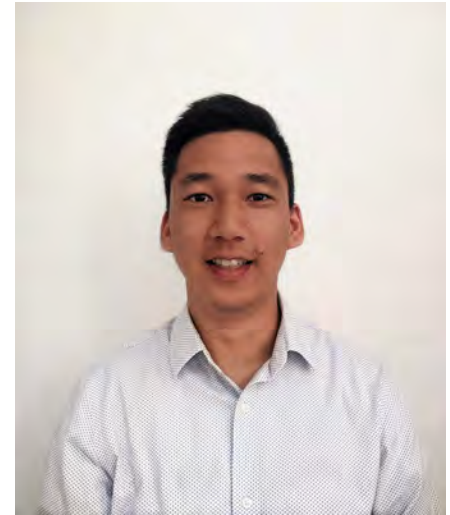
Ivan Gonzalez
Metro



Matt Abbott
Metro



Brian Lam
Metro



Eric Chau
Metro

Project Team



Sharon Kelly
WSP



Kristin Carlson
WSP



Michael Hawkins
WSP



Terry A. Hayes
Terry A. Hayes &
Associates



Allyson Dong
Terry A. Hayes &
Associates

Additional project team members:

- > **Charles Belt**, Jacobs
- > **Rene Loya**, Jacob
- > **Edgar Gutierrez**, Arellano Associates
- > **Edna Jimenez**, Arellano Associates
- > **Justin Glover**, Communications Lab
- > **Paulina Velasco**, Velada Consulting

Agenda

- > Welcome
- > Project Overview
- > Purpose of Draft EIS/R
- > Draft EIS/R Project Alternatives Overview
- > Mitigation Overview
- > Proposed Acquisition & Relocation Processes
- > Schedule/Next Steps
- > Formal Public Comments



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**

WSAB Project Milestones

The timeline below highlights the project milestones during the alternatives analysis and environmental (current) phases.



Purpose of Draft EIS/EIR

- > What is the purpose of a Draft EIS/EIR?
 - Combined **federal** and **state** document
 - Evaluates performance and benefits of the alternatives
 - Studies potential effects of construction and operation
 - Evaluates measures to avoid, minimize and mitigate adverse effects
- > Informs decision makers and the public of potential environmental impacts



Environmental Analysis Topics

- > Transportation – Traffic, Parking, Bike/Ped, Transit
- > Noise & Vibration
- > Safety & Security
- > Displacement & Property Acquisitions
- > Environmental Justice
- > Visual & Aesthetics
- > Growth Impacts
- > Cumulative Impacts
- > Cultural Resources
- > Communities & Neighborhoods
- > Hydrology & Water Quality
- > Land Use
- > Air Quality & Climate Change
- > Biological Resources
- > Economics & Fiscal
- > Energy
- > Geology, Hazardous Materials, & Paleontological Resources
- > Parklands & Community Facilities
- > Construction Impacts – all topics
- > Tribal Cultural Resources

Draft EIS/R: Project Alternatives Overview

4 termini options:

- 1 Alt 1:** LA Union Station to Pioneer Station (19.3 miles)
(Metro Board approved IOS)
- 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)
(Metro Board approved IOS)
- 4 Alt 4:** I-105/C Line (Green) to Pioneer Station (6.6 miles)
(Metro Board approved IOS)



LRT Elevations

1 At-Grade

Typical at-grade light rail transit operates at street level.



2 Aerial

Typical aerial light rail transit operates above street level.



3 Underground

Typical underground light rail transit operates below street level.



Light Rail Transit – System Elements



**Overhead Catenary
System Poles**



Soundwall



Landscaping



Station Art



Crossing gates



At-grade Crossing



Traction Power Substation

Alternatives Overview (south to north)

The following slides provide additional details on each alternative (south to north):

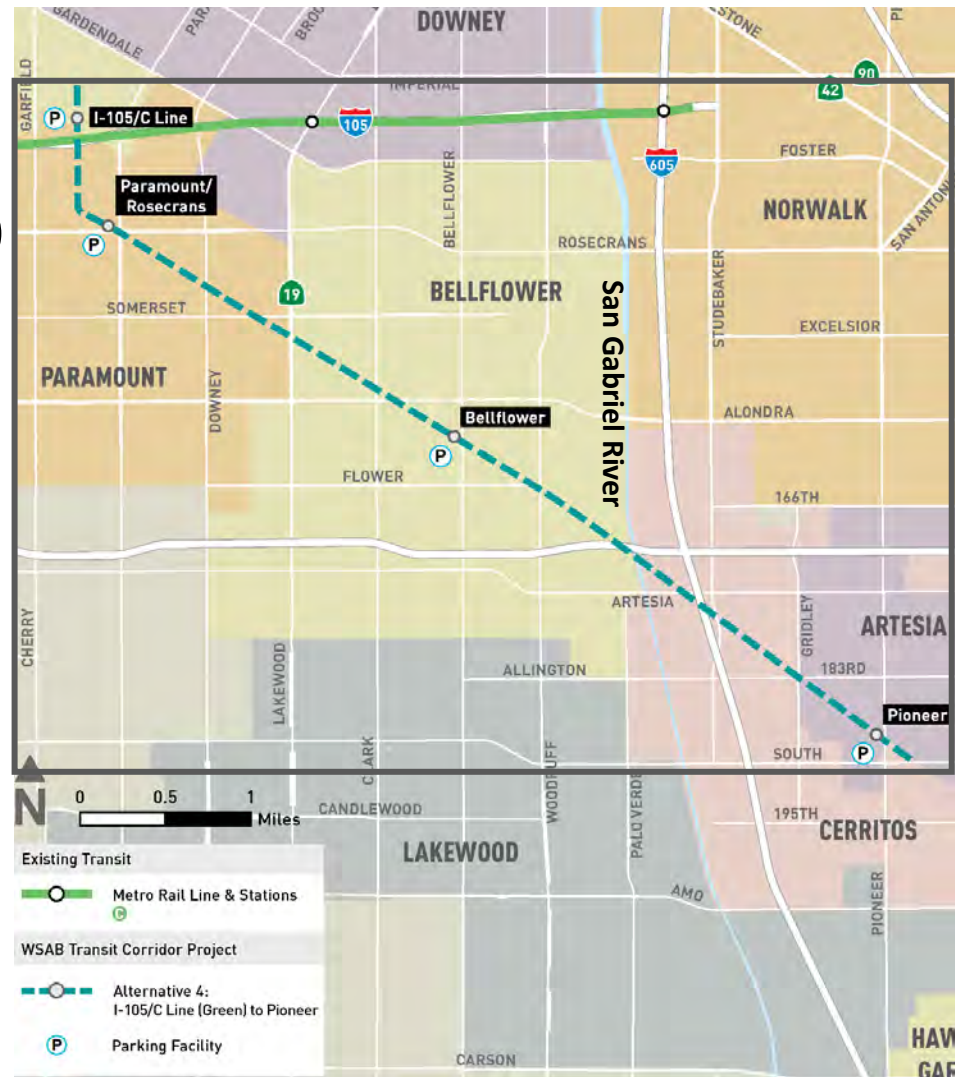
- > Alternative 4 (slides 13-14)
(features are common for Alts 1, 2 & 3)
- > Alternative 3 (slide 15)
(features are common for Alts 1 & 2)
- > Alternatives 1-2 (slide 16)



Alternative 4: I-105/C Line (Green) to Pioneer (6.6 miles, 4 WSAB stations)

Key Project Elements:

- > 6.6 miles (5.6 miles at-grade; 1 mile aerial)
- > 4 WSAB stations (1 aerial; 3 at-grade)
- > 1 new C Line (Green) Station
- > 4 park & ride facilities (1 parking structure; 3 surface lots)
- > New river bridge
 - San Gabriel River
- > 3 freeway crossings
 - SR-91, I-605, I-105
- > MSF facility (approx. 25 acres)
- > 7 aerial grade-separations
- > 11 at-grade crossings
- > 1.3 miles of freight realignment



Alternative 4: I-105/C Line (Green) to Pioneer (6.6 miles, 4 WSAB stations)

Key Project Elements (continued):

- > New C Line (Green) infill station in addition to 4 WSAB stations
 - Requires approx. 1 mile of C Line track reconstruction
 - 3 reconstructed bridges over I-105 and 1 new LRT bridge



Conceptual rendering of the WSAB I-105 & C Line Stations

Alternative 3: Slauson/A Line (Blue) to Pioneer (14.8 miles, 9 WSAB stations)

Key Project Elements north of the C Line (Green) to Slauson/A Line Station:

- > 8.2 miles (6.6 mile at-grade; 1.6-mile aerial)
- > 5 WSAB stations (2 aerial; 3 at-grade)
- > 1 park & ride facility
- > New river bridges
 - Los Angeles River
 - Rio Hondo Channel
- > 1 additional freeway crossing
 - I-710: Undercrossing (jack box construction)
- > 8 aerial grade-separations
- > 20 at-grade crossings
- > 6.8 miles of freight realignment



Alternative 1 & 2: Downtown to Pioneer (19.3 miles, 12 WSAB stations)

Key Project Elements north of Slauson/A Line Station to Downtown LA:

- > 4.4 miles (2.1 miles aerial; 2.3 miles of underground)
- > 2 to 3 WSAB stations (underground)
- > 2 additional freeway crossings
 - Aerial over I-10
 - US 101 or US 110 (underground)
- > 10 aerial grade-separations
- > 1.3 miles of freight realignment



Conceptual rendering of I-10 Freeway Crossing



WSAB Alternatives Comparison Summary

	Alt 1: LA Union Station to Pioneer	Alt 2: 7th/Metro to Pioneer	Alt 3: Slauson/A Line (Blue) to Pioneer	Alt 4: I-105/C Line (Green) to Pioneer
Length (miles)	19.3	19.3	14.8	6.6
At-grade	12.3	12.3	12.2	5.6
Aerial	4.7	4.7	2.6	1.0
Underground	2.3	2.3	-	-
No. of Stations *All alternatives include a new C Line infill station	12 (3 aerial , 6 at-grade 2 +1 optional underground)	12 (3 aerial , 6 at-grade 3 underground)	9 (3 aerial, 6 at-grade)	4 (1 aerial, 3 at-grade)
No. of Crossings	75	75	62	24
At-grade street crossings	31	31	31	11
Aerial street crossings	25	25	15	7
Freight crossings	10	10	9	2
Freeway crossings	6	6	4	3
River crossings	3	3	3	1
Shared ROW with freight	11.4 miles	11.4 miles	10.1 miles	2 miles
Freight relocation needed	8.1 miles	8.1 miles	8.1 miles	1.3 miles
Maintenance & Storage Facility	Bellflower or Paramount			
No. of Park & Rides	5 facilities (Firestone, I-105/C Line, Paramount/Rosecrans, Bellflower and Artesia Stations) Alternative 4 does not include park & ride at Firestone Station			

Maintenance and Storage Facility (MSF) Site Options

- > Two MSF site options evaluated in the Draft EIS/EIR (under consideration)
- > To support the Build Alternatives, **only one site option is needed**
- > Paramount MSF: Requires lead tracks
 - 22 acres; currently consist of the Paramount Swap Meet, Paramount Drive-in Theatre, parking, and industrial properties
- > Bellflower MSF: adjacent to alignment
 - 21 acres; owned by City with a long term-lease with the Hollywood Sports Paintball, Airsoft Park and Bellflower BMX



WSAB Proposed Park & Ride Facilities

Proposed park & ride facilities:

Station (City)	# of Parking Spaces*
Firestone (South Gate)	600
I-105/C Line (Green) (South Gate)	326
Paramount/Rosecrans (Paramount)	490
Bellflower (Bellflower)	263
Pioneer** (Artesia)	1,100

*Parking lot sizes are under review and may change

** Parking Structure



Parking Facilities

Firestone Station Surface Parking Lot



Paramount/Rosecrans Station Surface Parking Lot



I-105/C Line Station Surface Parking Lot

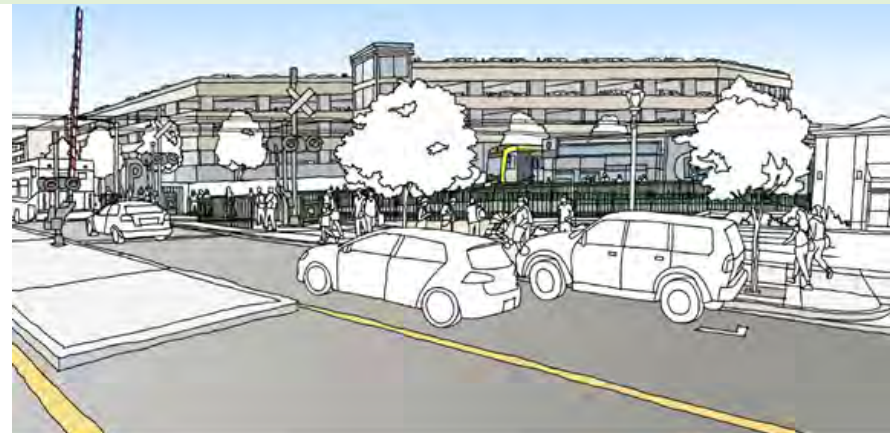


Parking Facilities

Bellflower Station Surface Parking Lot



Pioneer Station Parking Structure

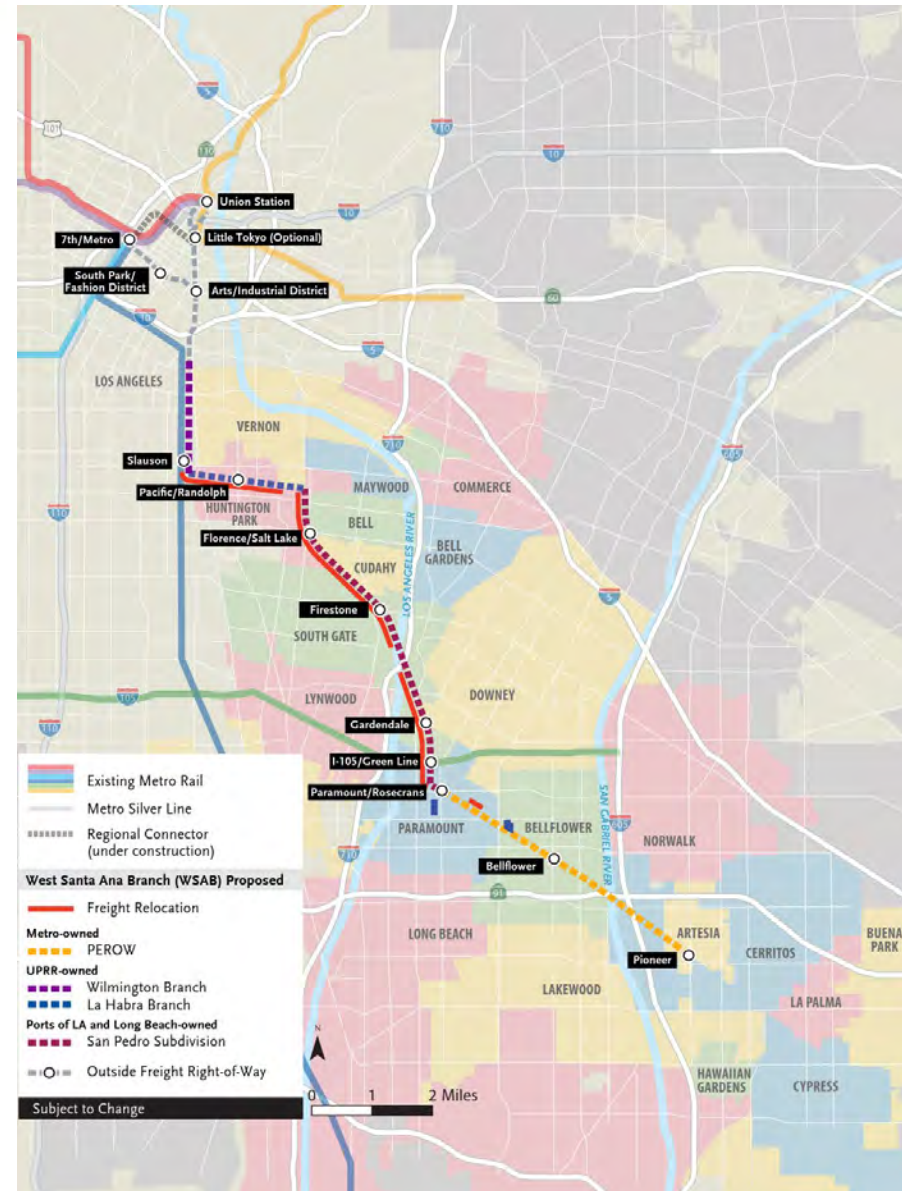


Conceptual rendering of Pioneer Station Parking Structure

Freight Coordination

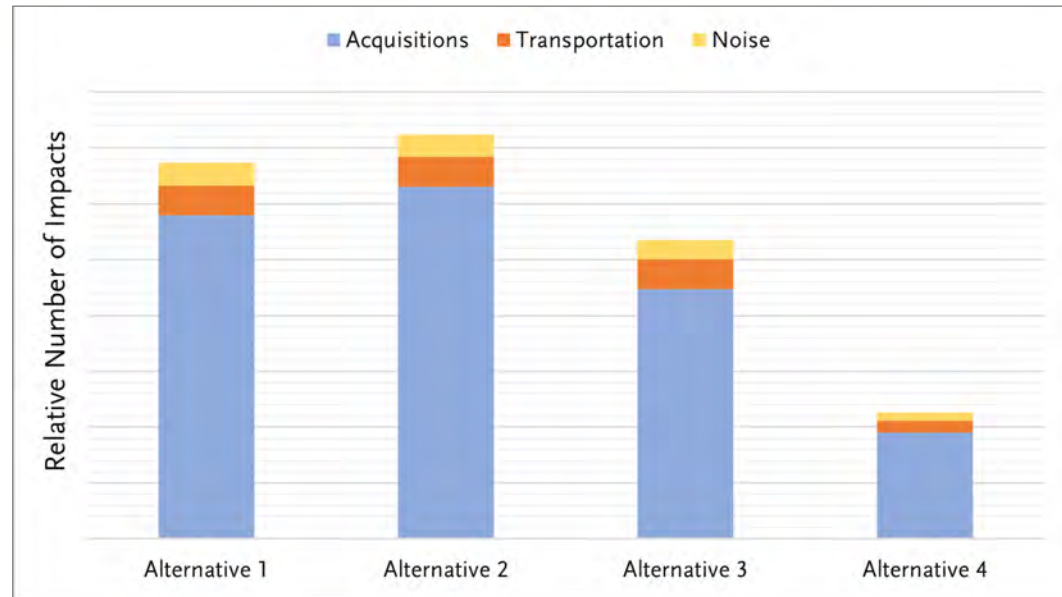
Key Considerations

- > Approximately **11 miles** of shared corridor on freight-owned right-of way (ROW)
 - > Wilmington & La Habra Branches (owned by Union Pacific Railroad, UPRR)
 - > San Pedro Subdivision (owned by Ports of Los Angeles & Long Beach)
- > Coordination/agreement with UPRR is critical to meeting project schedule and has cost implications
- > **20 feet** horizontal clearance assumption



Key Impacts by Alternative

- > Relative scale of impacts between alternatives
- > Largest proportion of impacts are acquisitions, especially for Alternatives 1 & 2
- > Relative number of Transportation and noise impacts, with the exception of Alternative 4, are about the same for the other alternatives



Notes:

- Does not include design option impacts or MSF option impacts.
- The number of acquisition impacts includes permanent property acquisitions and construction-related acquisitions.
- The number of transportation impacts includes at-grade grade crossings and intersections adversely affected by the project.
- The number of noise impacts includes residential areas with adverse noise effects.

Temporary/Construction Property Easements & Acquisitions

Build Alternative	Affected Parcels ¹	Construction Full Acquisitions	TCE
Alternative 1	238	60	227
Design Option 1	5	0	9
Design Option 2	3	1	2
Alternative 2	235	60	223
Alternative 3	191	34	200
Alternative 4	87	17	103
Paramount MSF Site Option	2	0	2
Bellflower MSF Site Option	0	0	0

Notes:

¹ Parcels are identified by parcel boundaries and APN. “Affected Parcels” is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel. Affected parcels, acquisitions, and TCEs identified here are for construction-related acquisitions. Construction full acquisitions refer to property acquisitions for construction staging area on which parking facilities to support operation of the Project would be later constructed.

Permanent Property Acquisitions

Build Alternative	Affected Parcels ¹	Full Acquisitions	Partial Acquisitions
Alternative 1	220	37	254
Design Option 1	12	0	20
Design Option 2	4	1	8
Alternative 2	283	38	309
Alternative 3	172	25	188
Alternative 4	59	17	54
Paramount MSF Site Option	43	3	44
Bellflower MSF Site Option	2	2	0

Notes:

¹ Parcels are identified by parcel boundaries and APN. “Affected Parcels” is not a total sum of the permanent full and partial acquisitions. More than one permanent partial acquisition may occur on a single parcel and each permanent partial acquisition is counted.

Proposed Acquisition & Relocation Processes

The acquisition process begins after the final environmental process is completed

Acquisitions and Negotiation Process



Relocation Process



Construction Mitigation Examples

Construction Screening



Noise Mitigation



Construction Outreach: School District Coordination



Operations Mitigation Examples

Traffic: Lane Modifications



Noise: Soundwall



Traffic & Circulation: Bike Path Relocation



Mitigation Overview

Environmental Section	Construction Mitigation	Operational Mitigation
Transportation	YES	YES
Land Use	YES	YES
Communities and Neighborhoods	YES	YES
Acquisitions and Displacements	NO	NO
Visual and Aesthetics	YES	YES
Air Quality	YES	NO
Greenhouse Gas Emissions	NO	NO
Noise and Vibration	YES	YES
Ecosystems/Biological Resources	YES	NO
Geotechnical, Subsurface, and Seismic	YES	YES

Environmental Section	Construction Mitigation	Operational Mitigation
Hazards and Hazardous Materials	YES	YES
Water Resources	NO	NO
Energy	NO	NO
Electromagnetic Fields	NO	NO
Historic, Archaeological, and Paleontological Resources	YES	YES
Tribal Cultural Resources	YES	NO
Parklands and Community Facilities	YES	YES
Economic and Fiscal	YES	YES
Safety and Security	YES	YES
Growth Inducing	NO	NO
Cumulative Impacts	YES	YES
Environmental Justice	YES	YES

Project Funding

- > Measure M Expenditure Plan identifies \$4B of local, state, federal funding:
 - FY2028 (\$1B)
 - FY2041 (\$3B)



Measure M is Approved!

November 9, 2016 — The people of LA County communicated with a resounding voice of approval of Measure M. Voters passed Metro's no sunset transportation ballot measure with 71.15% support.

Draft EIS/R: Update Project Cost (2020)*

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

*Based on 15% design

*Excludes FLM

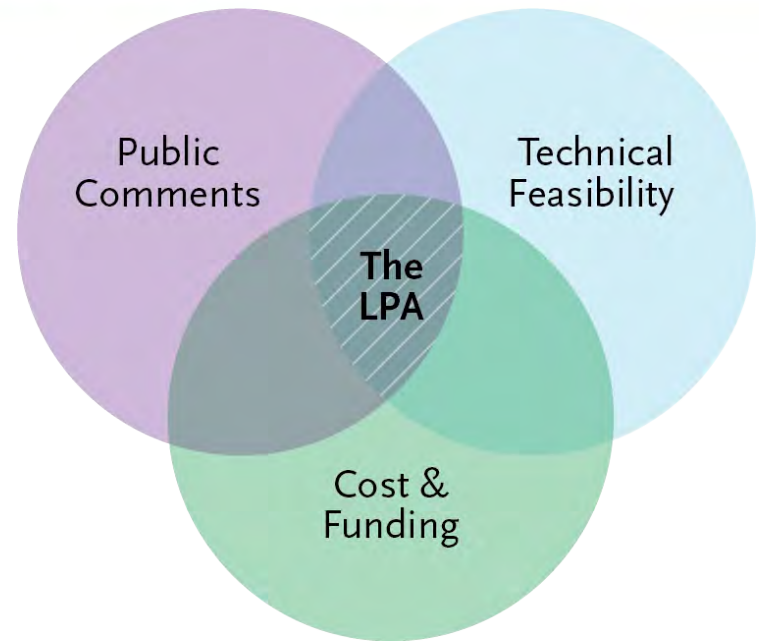
Draft EIS/R: Update Project Cost

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

Locally Preferred Alternative (LPA)

- > Selection of the LPA is the **formal and official action by the Metro Board**
- > Selection occurs after circulation of the Draft EIS/EIR and is based on:
 - Public comments
 - Technical Feasibility
 - Project goals including equity
 - Environmental benefits & impacts
 - Metro staff recommendation
 - Cost & funding and implementation considerations
- > Identifies the LPA to be presented in the Final EIS/EIR as the project to be analyzed and certified by the Metro Board



Staff Preferred Alternative

Alternative 3 - Slauson/A Line (Blue) to Pioneer

- > Identified by staff to satisfy the public disclosure requirements of CEQA and NEPA
- > A recommendation based on an alternative meeting:
 - purpose and need,
 - environmental benefits & impacts, and
 - cost/funding considerations
- > **Only a recommendation.** The Metro Board can modify, change or select another alternative



Schedule

Milestone/Review	Schedule
Federal Register Publication, Draft EIS/EIR Release	July 30, 2021
Public Comment Period	July 30 to September 13, 2021 *Extended to September 28, 2021 (45 days to 60 days)
Compilation of Public Comments for Metro Board Consideration	October/November 2021
Board Selects LPA	December 2021
Final EIR Certification/Record of Decision	Summer 2022

Community Information Sessions

Three virtual community information sessions have been added

- > Purpose: provide an opportunity for a focused dialogue to specific topics
- > Not formal public hearings

Session 1:

Property Acquisitions, Relocation Process & Timing

Monday, August 16, 2021
5 – 7pm

Session 2:

Traffic, Noise and Safety

Saturday, August 21, 2021
10am – 12pm

Session 3:

Property Acquisitions, Relocation Process & Timing

Thursday, August 26, 2021
10am – 12pm

Ongoing Pop-up Opportunities (in-person)

Local events and destinations throughout the corridor during the comment period

- > Purpose: provide an opportunity to learn about the project, access and review the Draft EIS/EIR
- > Formal oral comments will not be accepted
- > Pop-up locations will be announced by late August 2021
- > Visit *MetroWSAB.com* or call 909-497-6339 for updates

Note: Events are subject to change and/or cancellation based on changing COVID-19 safety regulations

Comment Submittal & Public Participation

How to comment on the Draft Environmental document

> **Comment Submittal options**



Mail:

Meghna Khanna, Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012



Online Comment Form:

tinyurl.com/wsabcomments



Interactive StoryMap:

MetroWSAB.com

> **Virtual Public Hearings:**

#1 Thursday, August 19, 2021 – 6-8pm

#2 Tuesday, August 24, 2021 – 12-2pm

#3 Saturday, August 28, 2021 – 10am-12pm

Interactive StoryMap (MetroWSAB.com)



Next stop: new rail to Southeast LA County.



[Project Overview](#)

[Alternatives Being Considered](#)

[Environmental Process Overview](#)

[Draft EIS/EIR: Key Findings](#)

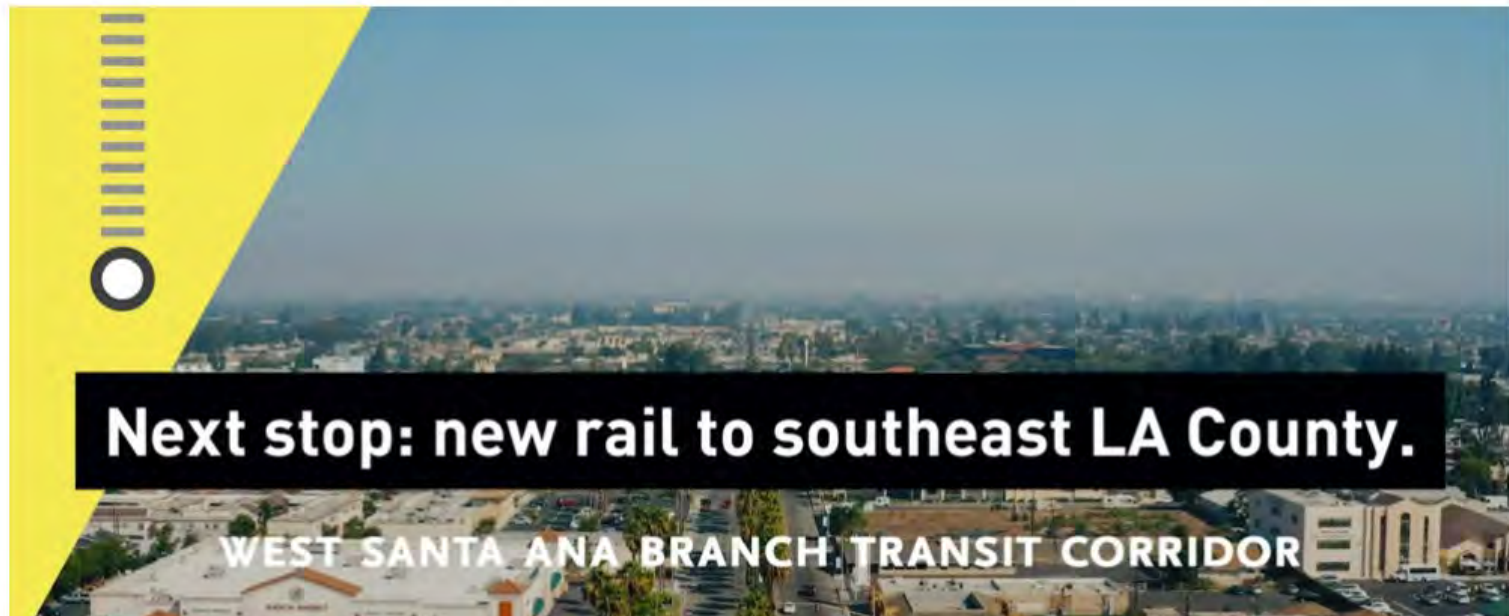
[How To Comment](#)

[Next Steps](#)

[Contact Us](#)

[Para español haga clic aquí](#)

Metro has a plan to make it easier to get around, which includes dozens of projects to improve public transit in LA County. Metro is evaluating a new light rail transit (LRT) line that would connect southeast LA County to downtown Los Angeles.



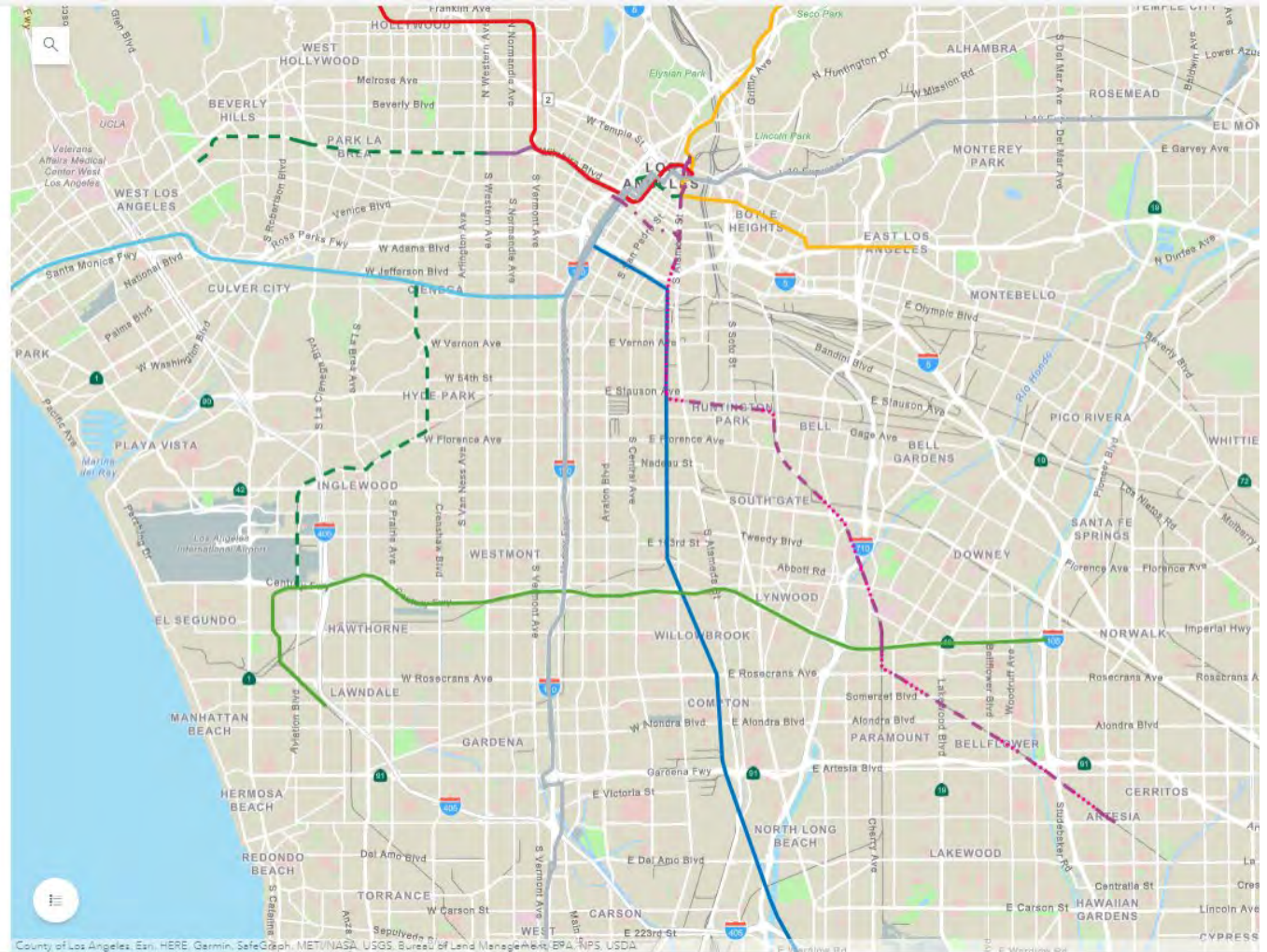
Interactive StoryMap (MetroWSAB.com)

Draft EIS/EIR: Key Findings

This interactive map was developed to enhance your understanding of key project features (e.g. stations, grade separations, corridor alignment/elevations, etc.) and Draft EIS/EIR findings of most public interest (e.g. property impacts/acquisitions, maintenance and storage facility options, park-and-ride locations, etc.). Please click on the layers to activate information on the areas that are of most interest to you. For complete details on each section, please visit each respective chapter of the Draft EIS/EIR, as outlined below:

Click on the legend icon on the bottom left corner of the interactive map for a definition of each of the shown lines and attributes on the map

- Stations
- Station Parking
- Crossings: Freeways, Rivers, and Streets
- Property Impacts / Acquisitions
- Soundwalls
- Maintenance & Storage Facilities



[Link to StoryMap](#)

Meeting Format



Meeting will be recorded



Court reporter will document oral comments after presentation



Simultaneous interpretation available



Webcams will **remain off** during entire presentation



Mics will **remain off** during the formal presentation



Use the "raise hand" feature to provide oral comments (up to 2 minutes)



Comments will not be accepted in Q&A function



For technical support, call 909.497.6339

Our Expectation

We will conduct a respectful meeting to allow ideas and comments to be shared in an open and fair environment

Formal Oral Comments

For technical support, use Q&A function or call 909.497.6339



2 minutes per speaker



To request to speak:

- > Zoom app users: Raise Hand Feature
- > Call-in users: Dial *9 to raise your hand



When it is your turn to speak:

- > Zoom app users: You will be unmuted
- > Call-in users: Dial *6 to unmute your mic when you hear your number announced



- > To hear questions asked in Spanish or Japanese, click the “Interpretation” icon and select the English channel



Breaktime for PowerPoint by Flow Simulation Ltd.

Pin controls when stopped

Our Expectation

We will conduct a respectful meeting to allow ideas and comments to be shared in an open and fair environment

Comment Submittal & Public Participation

How to comment on the Draft Environmental document

> **Comment Submittal options**



Mail:

Meghna Khanna, Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012



Online Comment Form:

tinyurl.com/wsabcomments



Interactive StoryMap:

MetroWSAB.com

> **Virtual Public Hearings:**

#1 Thursday, August 19, 2021 – 6-8pm

#2 Tuesday, August 24, 2021 – 12-2pm

#3 Saturday, August 28, 2021 – 10am-12pm

Stay Connected



Ms. Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012



213.922.6262



wsab@metro.net



metro.net/wsab



losangelesmetro



@metrolosangeles

