

# Next stop: new rail to southeast LA County.

## WEST SANTA ANA BRANCH TRANSIT CORRIDOR Fact Sheet



## Overview

Metro's plan for better transit includes a new light rail transit (LRT) line connecting southeast LA County to downtown Los Angeles. The West Santa Ana Branch Corridor (WSAB) project would connect Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone and Los Angeles Union Station (LAUS) in downtown Los Angeles.

The project area is home to 1.4 million residents and is a job center to approximately 618,500 employees. Projections show the resident population increasing to 1.6 million and jobs increasing to 746,000 by 2042. Population and employment densities are five times higher than the LA County average. Connecting this area to Metro's rail network will provide alternatives to driving and create more access to opportunity.

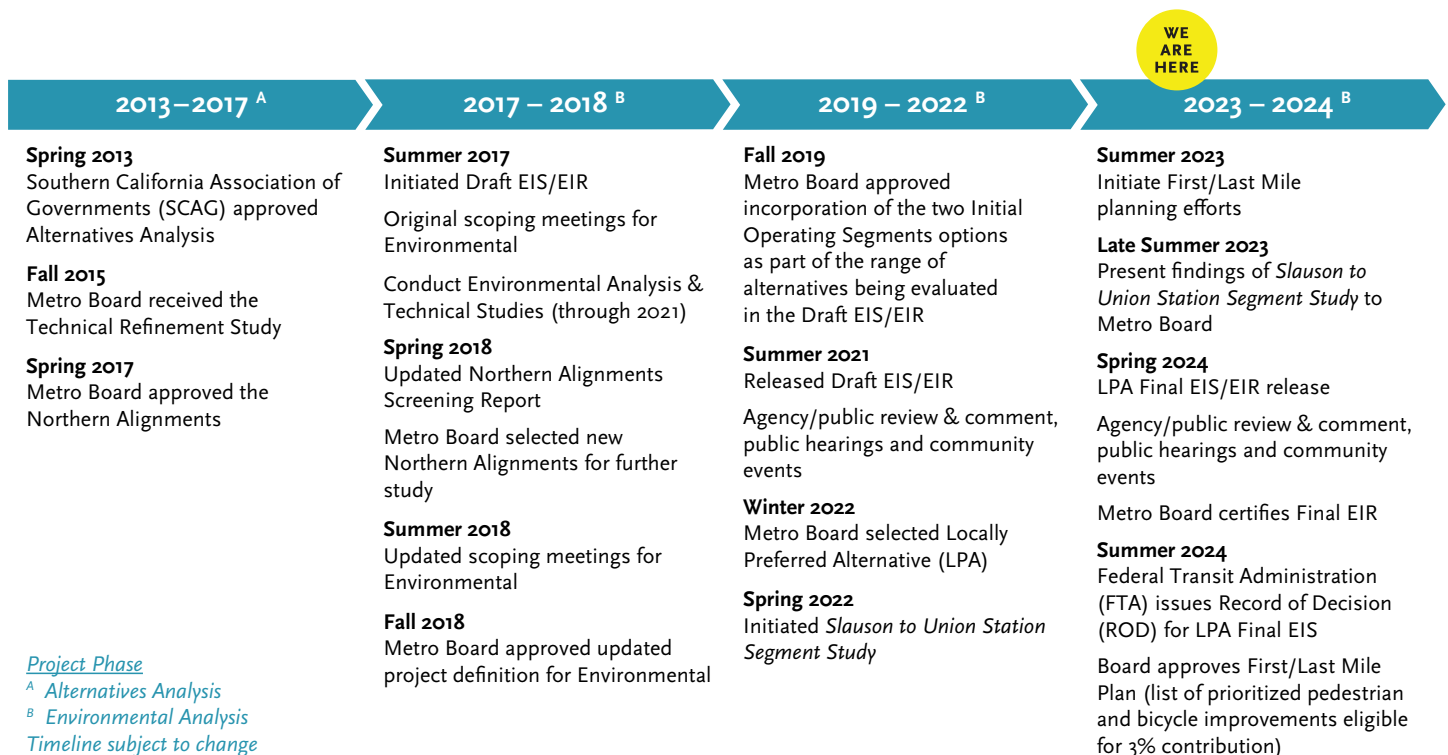
## Goals

The main goals of the WSAB project are to:

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. Promote equity

## Milestones

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



## Slauson/A Line (Blue) to Pioneer Station (LPA)

In January 2022, the Metro Board of Directors approved the Locally Preferred Alternative (LPA) for the WSAB project from Slauson/A Line (Blue) in unincorporated Florence-Firestone to Pioneer Station in Artesia. This is a 14.8-mile segment that will feature nine stations (six at-grade, three aerial), including a new C Line infill station at I-105, up to five parking facilities, 31 at-grade crossings and 25 elevated street crossings.

The board also approved a Maintenance and Storage Facility (MSF) in Bellflower, which will be located on a commercial site of 21 acres just east of Lakewood Bl and Somerset Av. The MSF will house general administration, operation and support services. The facility will be equipped to perform inspections, body repairs, cleaning and washing of Metro's light rail vehicle fleet. The MSF will be designed to hold up to 80 light rail vehicles (LRVs).

## Slauson to Union Station Segment Study

The board selected Los Angeles Union Station (LAUS) as the northern terminus for the project and directed staff to conduct a separate study to evaluate options for connecting from Slauson/A Line (Blue). The study results are anticipated to be presented to the Metro Board in late summer 2023 and is then expected to advance into a separate environmental planning process, after completion of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the LPA.



## Environmental Planning Process

The WSAB project's environmental process is well defined by federal requirements stipulated in the National Environmental Policy Act (NEPA) and state environmental requirements stipulated in the California Environmental Quality Act (CEQA).

The project is currently in the environmental review phase. The Draft EIS/EIR was released in July 2021 with an original 45-day public review period and was then extended to a 60-day public period, generating over 450 formal comments. Following this process, the Metro Board selected the LPA in January 2022.

The last step in the environmental phase is for the Metro Board to certify the Final EIR and the Federal Transit Administration's issuance of the Record of Decision for the Final EIS, anticipated by summer 2024.

## Freight Rail Coordination

The WSAB project involves a shared use of approximately 11 miles of freight-owned Right-of-Way (ROW) that runs along the Wilmington and La Habra branches (owned by Union Pacific Railroad, UPRR) and the San Pedro Subdivision (owned by the Ports of Los Angeles and Long Beach). For the LPA alignment, 8.1 miles of freight will be realigned.

Staff is actively coordinating with UPRR and the ports on design, ROW and necessary agreements, which are needed to advance the project.

## Project Delivery

To maximize project readiness for delivery of the core light rail scope, staff has evaluated and determined that the Construction Manager/General Contractor (CM/GC) is an optimal contract model for the Advanced Engineering scope, which includes utility relocation, freight relocation and grade-crossings. For delivery of the core light rail scope, Metro staff is continuing to evaluate the optimal approach, including evaluating alternative delivery methods such as public-private partnership (P3), design-build (DB), and progressive design-build (PDB).

Staff is continuing to advance key components in the Advanced Engineering scope, which will help the agency make an informed choice on the best delivery model for the light rail scope.

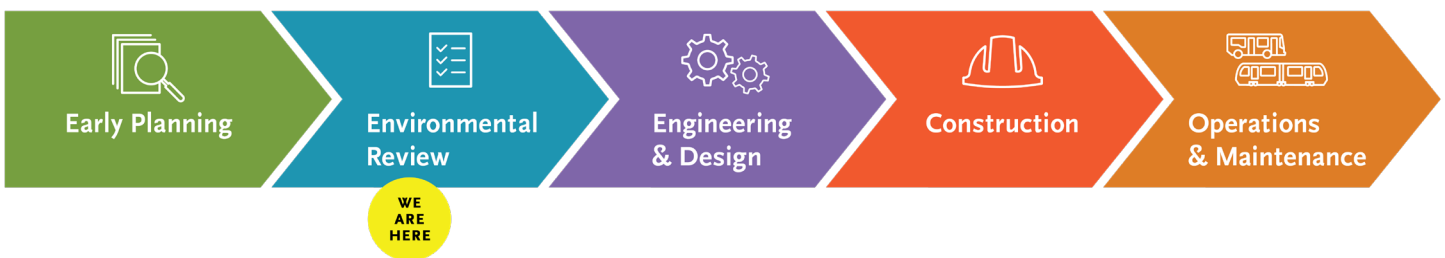
## Funding

Per Measure M and Metro's Long Range Transportation Plan (LRTP) financial forecast, as amended, the project has a \$4 billion (B) (2015\$) allocation of planned funding (comprised of Measure M and other local, state and federal sources). Measure M funding becomes available in two cycles (2015\$):

- > FY 2022-2028 - \$535M
- > FY 2022-2041 - \$900M


Since February 2022, Metro staff has re-evaluated the forecasted LPA project cost by considering contingency, escalation to Year of Expenditure (YOE) and accuracy for estimation. As was presented to the Metro Board in September 2022, the updated project forecast range for the LPA of \$7B to \$9B in YOE is inclusive of current construction market escalation costs.


## Project Development Process




*\*This timeline is subject to change based on various factors, including funding opportunities (see Funding section).*

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