

Next stop: new rail to Southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR Fact Sheet



Metro

SUMMER 2021

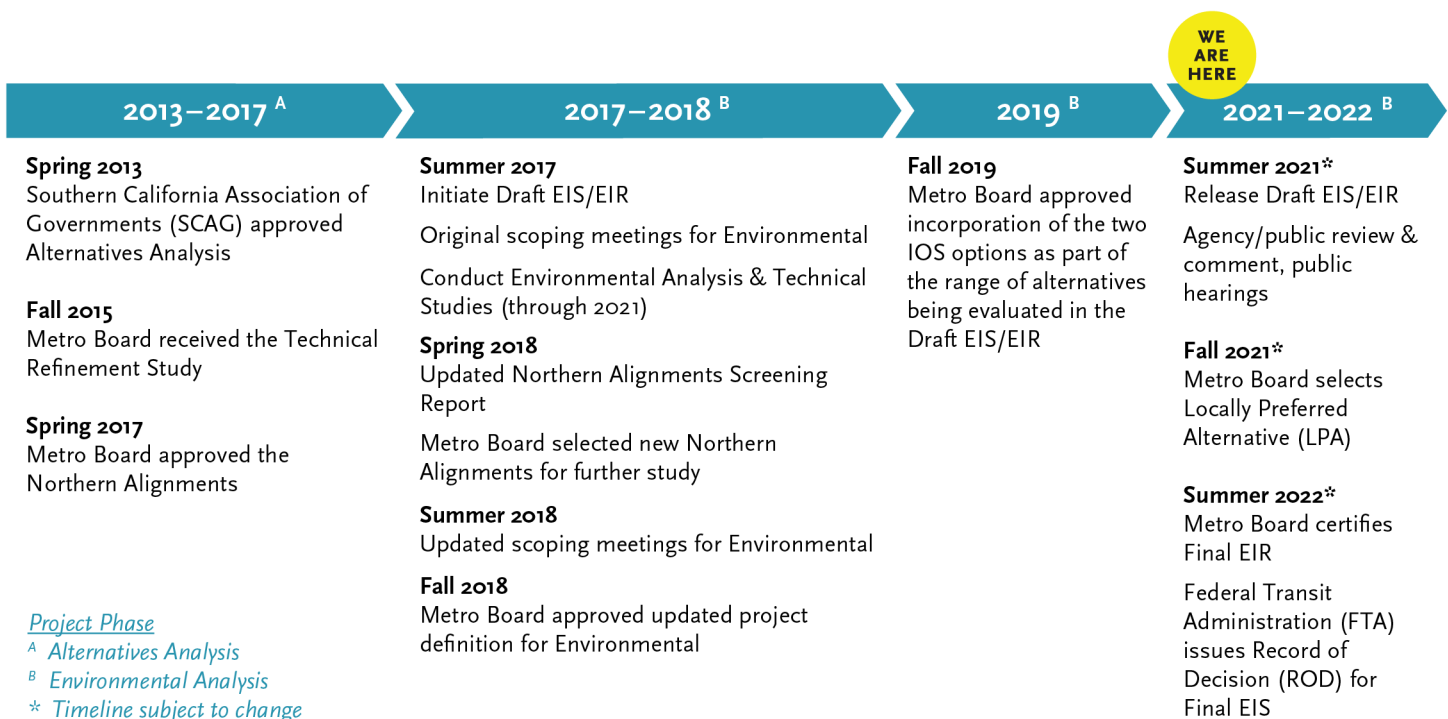
Overview

The West Santa Ana Branch Transit Corridor (WSAB) project is a 19-mile corridor that Metro is evaluating for a new light rail transit (LRT) line that would connect southeast LA County to downtown Los Angeles. This new LRT line would traverse through or be immediately adjacent to the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence- Firestone and LA (downtown). The project is undergoing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process to prepare the corridor for LRT.

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. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the limited transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro C Line (Green), Metro A Line (Blue) and the LA County regional transit network.

Milestones

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



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

Four Build Alternatives

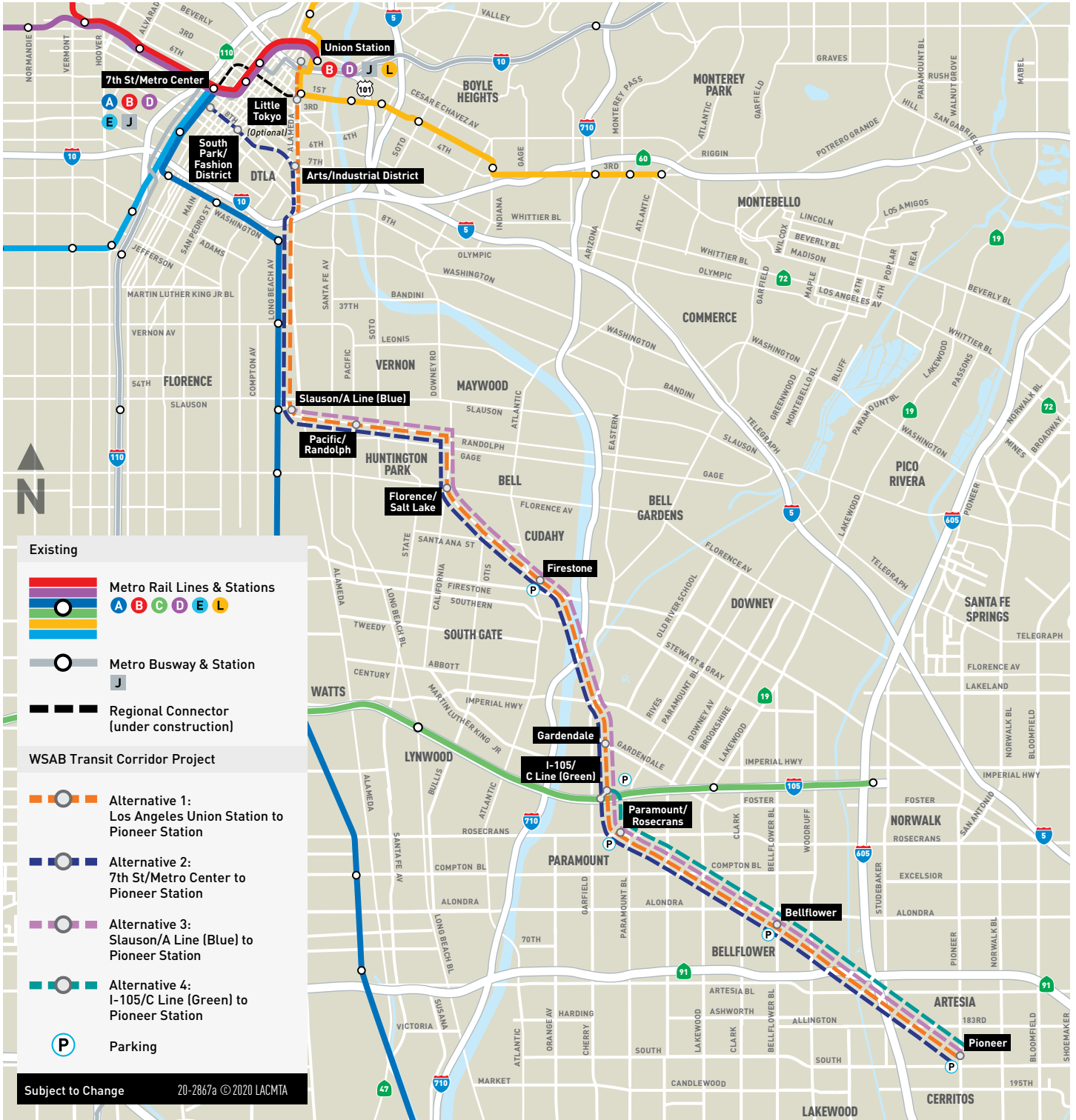
Metro is evaluating a total of four (4) build alternatives for the project, including the 2019 Board-approved Initial Operating Segment (IOS) options in the Draft EIS/EIR:

- > **Alternative 1:** Los Angeles Union Station to Pioneer Station (19.3 miles); Alternative E was renamed Alternative 1
- > **Alternative 2:** 7th St/Metro Center to Pioneer Station (19.3 miles); Alternative G was renamed Alternative 2
- > **Alternative 3:** Slauson/A Line (Blue) to Pioneer Station (14.8 miles)
- > **Alternative 4:** I-105/C Line (Green) to Pioneer Station (6.6 miles)

Public-Private Partnerships (P3)

Metro is evaluating the feasibility and potential benefits of delivering the WSAB project through a Public-Private Partnership (P3) program. P3s do not provide additional funding but may enhance financial capacity to advance construction in certain cases, along with other potential benefits to the project. Metro is engaging with the P3 industry to explore options to enhance financial capacity in order to advance construction of the full corridor.

West Santa Ana Branch Transit Corridor Project Overview



Northern endpoint for Alternative 1 would be located at the LA Union Station Forecourt or behind the Metropolitan Water District Building on the east side of LA Union Station.

Environmental Planning Process

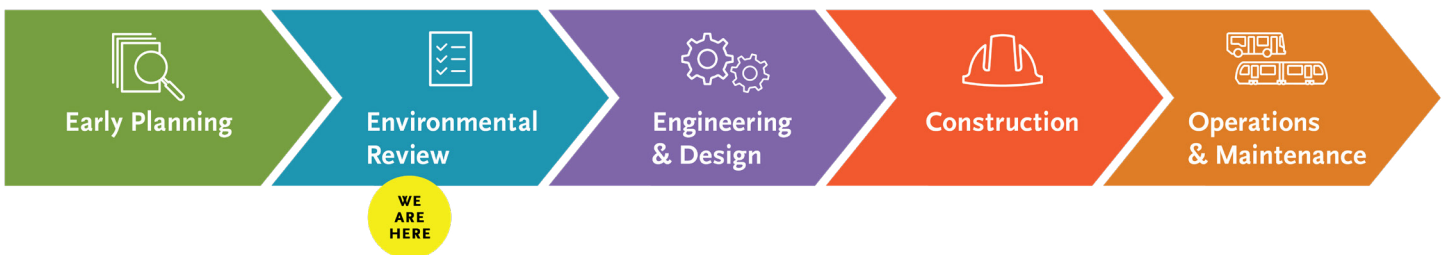
The WSAB project's environmental process is well defined by federal requirements stipulated in the National Environmental Policy Act (NEPA) and state environmental requirements stipulated in the California Environmental Quality Act (CEQA).

The project is currently in the environmental review phase, with the Draft EIS/EIR expected to be released for public review and comment in Summer 2021. Next, the Metro Board is anticipated to select a Locally Preferred Alternative (LPA) in Fall 2021. The last step of this phase would then include the Metro Board certification of the Final EIR and the Federal Transit Administration's issuance of the Record of Decision for the Final EIS. The flow chart below expands on the project development process, including the phases that proceed the environmental review.

Project Delivery and Coordination


The WSAB project involves a shared use of approximately 10 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). Staff is actively coordinating with UPRR and the ports to obtain agreement on design and ROW, which is needed to advance the project.


Project Development Process



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

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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 funding (comprised of Measure M and other local, state and federal sources). Measure M funding becomes available in two cycles:

> FY 2028 - \$1B

> FY 2041 - \$3B

The current project cost is being updated and refined, and will be included in the Draft EIS/EIR. Metro is currently evaluating alternative funding strategies and an accelerated schedule for the project.

Project Involvement

Metro is committed to a comprehensive outreach program that provides project stakeholders with the necessary tools and resources to be educated and informed, and provide valuable input at key milestones. The Draft EIS/EIR is anticipated to be circulated in Summer 2021 and will include public hearings and an official public comment period.