

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Metro

Slauson/A Line to LA Union Station Study
July Community Open House

Thank you for joining us!



Please sign in at our Welcome Station



Questions may be submitted using Question Cards



Interpreters are available for Spanish, Japanese and Korean



Refreshments are available

Our Expectation

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

Introductions



Meghna Khanna

Senior Director, Mobility Corridors
Metro



Mark Dierking

Director, Community Relations
Metro

Additional Metro team members participating in today's meeting:

> Metro Planning

- Ivan Gonzalez, Senior Manager
- Brian Lam, Manager, Transportation Planner
- Brandy Alvarez, Principal Transportation Planner

> WSP

- Vic Martinez, Project Manager
- Kristin Carlson, Environmental Manager
- Rene Loya, Engineering Manager
- Spencer Jaeger, Environmental & Design Team
- Christina Baghdasarian, Environmental Team
- Luke Yang, Environmental Team

> Communications Lab

- Velada Consulting
- Lee Andrews Group
- Kumamoto Associates

> Terry A. Hayes & Associates

- Terry Hayes, Environmental Team
- Allyson Dong, Environmental Team
- Kieran Bartholow, Environmental Team

> Arellano Associates

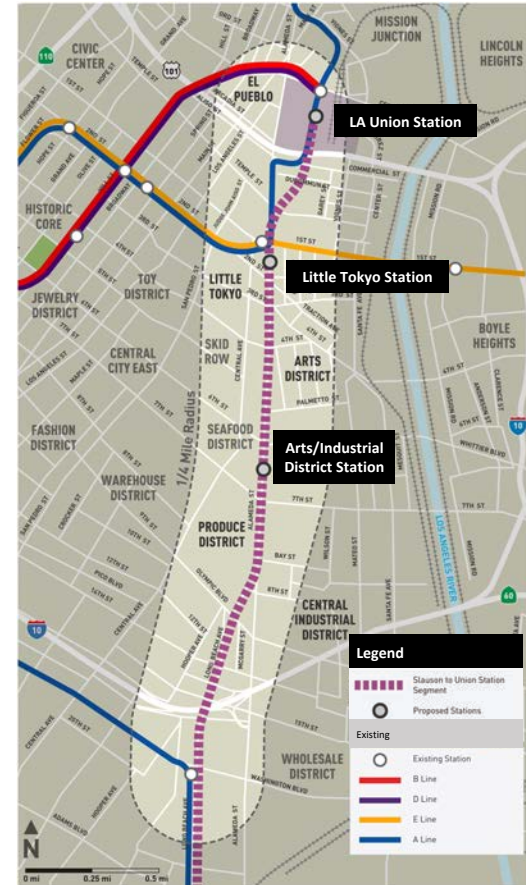
- Edgar Gutierrez
- Yvette Ximenez

> Cityworks Design

- Lisa Padilla, Urban Design & FLM
- Michael Nájera, Urban Design & FLM

Agenda

- > Welcome & Introductions
- > WSAB Project Update
- > Slauson to LA Union Station Study Overview
- > Next Steps



Stakeholder & Community Outreach Meetings

Stakeholder Working Group (SWG) Kick-Off	June 2022
Little Tokyo Community Council Council Meeting	June 2022
Japanese American National Museum (JANM) Board Briefings	August 2022, December 2022
LA Downtown Industrial District BID Board of Directors Meeting	July 2022
El Pueblo de Los Angeles Historical Monument Commission Meeting	July 2022
Arts District Los Angeles BID Board Meeting	November – December 2022
Discussions with Property Owners and CBO's along Alameda Corridor Atlas Capital, East End Studios, Cold Storage, LA Wholesale Produce, ROW DTLA, Little Tokyo Historical Society, Little Tokyo Towers, St. Francis Xavier Church	August – December 2022, Ongoing
Little Tokyo Business Association Meeting	December 2022
Additional Outreach Events Ciclaviva	October 2022
Oshogatsu Festival	January 2023
Stakeholder Working Group (SWG) Update	June 2023
Little Tokyo Community Council Update Council Meeting	July 2023
Community Update Meeting St. Francis Xavier Church (Little Tokyo) <i>Today</i>	July 2023

January 2022 Metro Board Approval

1. Slauson/A Line to Pioneer Station

- > Locally Preferred Alternative (LPA) & focus of the Final Environmental Impact Statement/ Environmental Impact Report (EIS/EIR)
 - Bellflower MSF site was selected;
 - Paramount MSF was eliminated from further consideration



January 2022 Metro Board Approval

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 - Bellflower MSF site was selected;
 - Paramount MSF was eliminated from further consideration

2. Slusson/A Line to LA Union Station

- > Approved LA Union Station (LAUS) as the ultimate northern terminus for the project
- > Staff was directed to conduct a separate study to evaluate cost-effective alignment solutions
- > Findings will be presented to Board in 2023



January 2022 Board Action

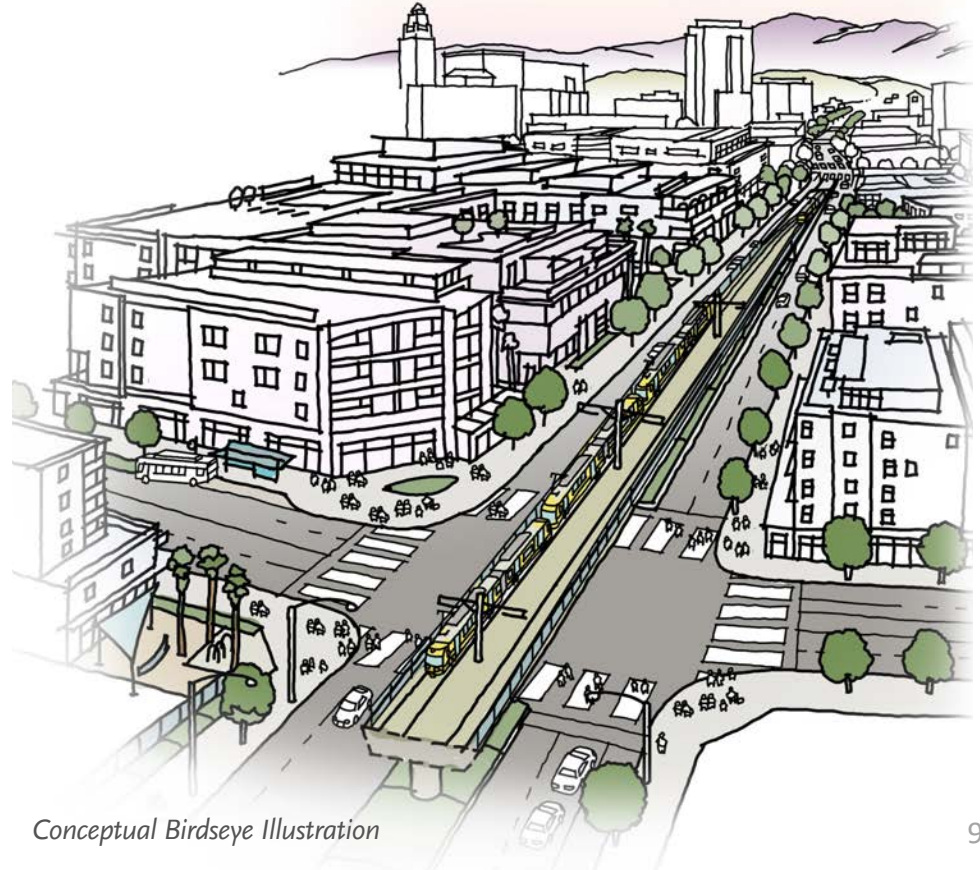


The direction of the Board's motion included:

- > **1-seat Ride:** Project deemed “complete” when 1-seat ride connects Artesia to Union Station
- > **Cost-competitive Alignment:** Additional study of ‘Slauson to Union Station Segment’ including Little Tokyo Station to be more cost-competitive and to deliver sooner than 2041

Key Considerations for Alternatives Development

- Provide a 1-seat ride sooner between Downtown (LA Union Station) and Southeast LA County
- Enhance regional and local mobility for Downtown residents and workers
- Support economic growth and transit connections envisioned by DTLA 2040
- Potential to transform Alameda Corridor character
- Cost competitive for seeking Federal “New Starts” funds



Conceptual Birdseye Illustration

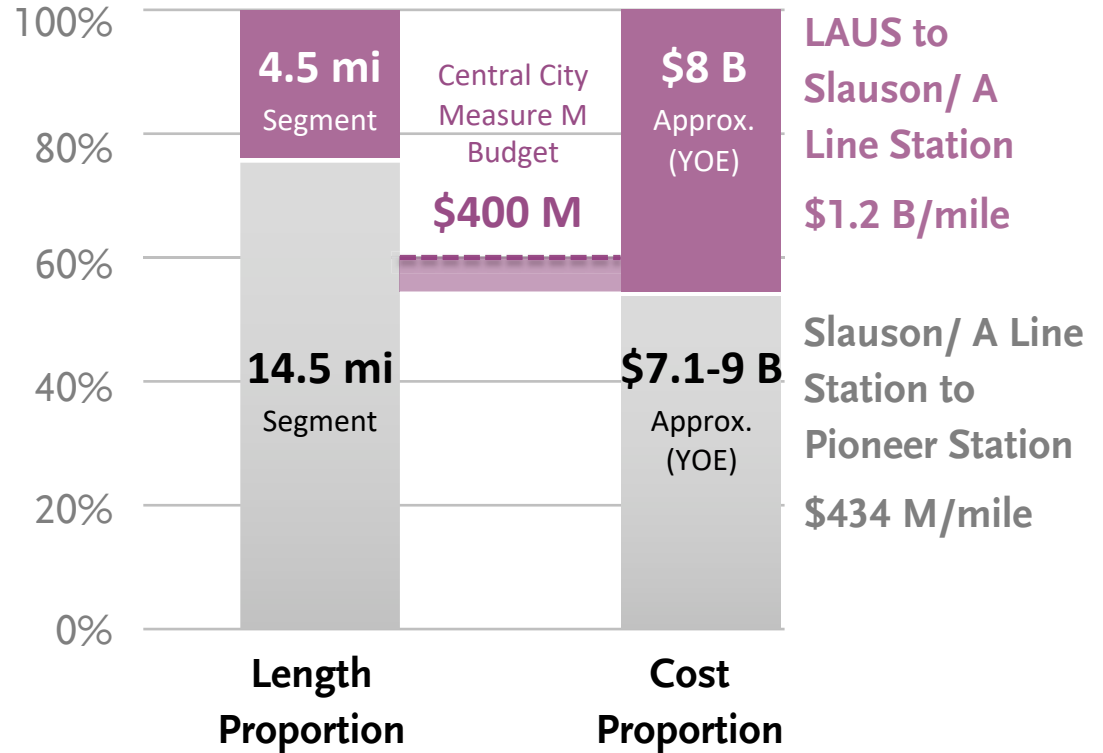
Slauson to LA Union Station Segment Study Area

- > **4.5 mile segment** along Alameda Street to Slauson A Line Station
- > **3 stations:** Union Station, Little Tokyo, Arts/Industrial District
- > **Communities:**
 - Central Industrial District
 - Produce District
 - Arts District
 - Little Tokyo
 - El Pueblo/LA Union Station



Why is Cost Reduction Important?

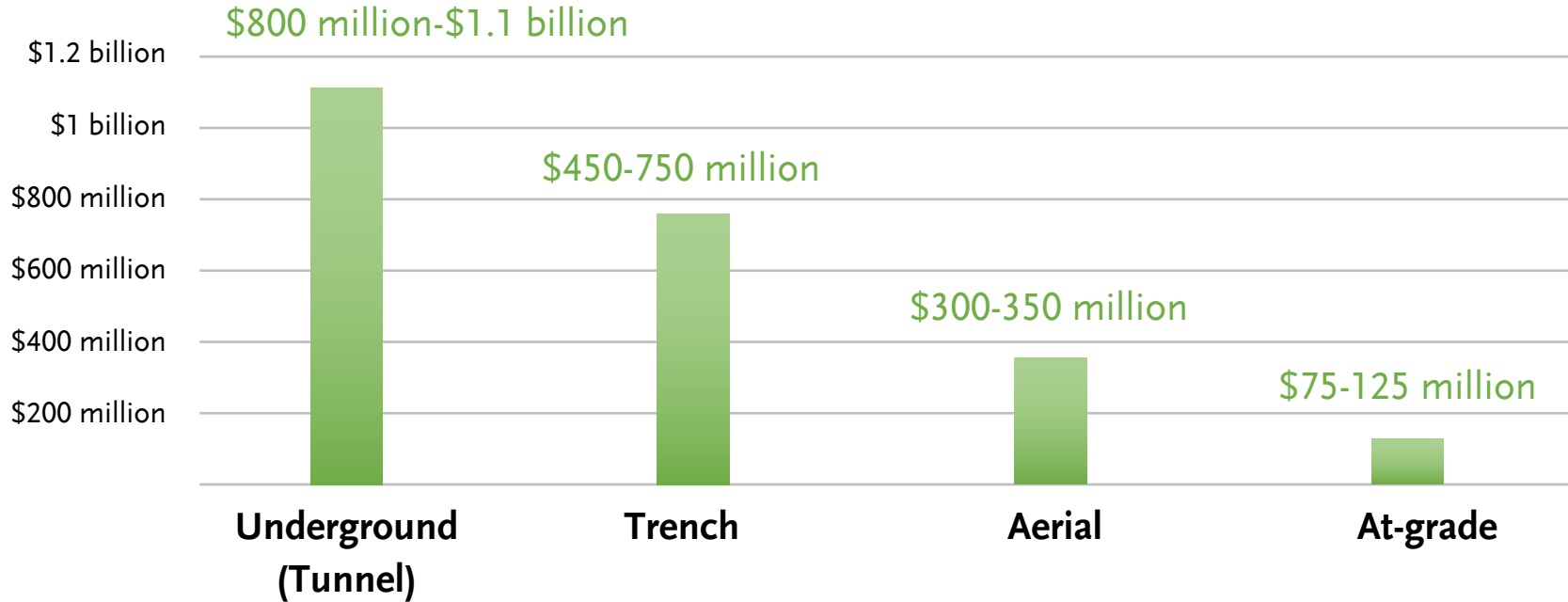
- > Board direction: "cost-competitive for federal funding"
- > 4.5 mile segment cost of an all-underground alignment along Alameda is disproportionate at \$8 Billion (YOE)
- > WSAB cost* exceeds Measure M Budget



*Cost presented in Year of Expenditure (YOE), costs may be refined per design refinements

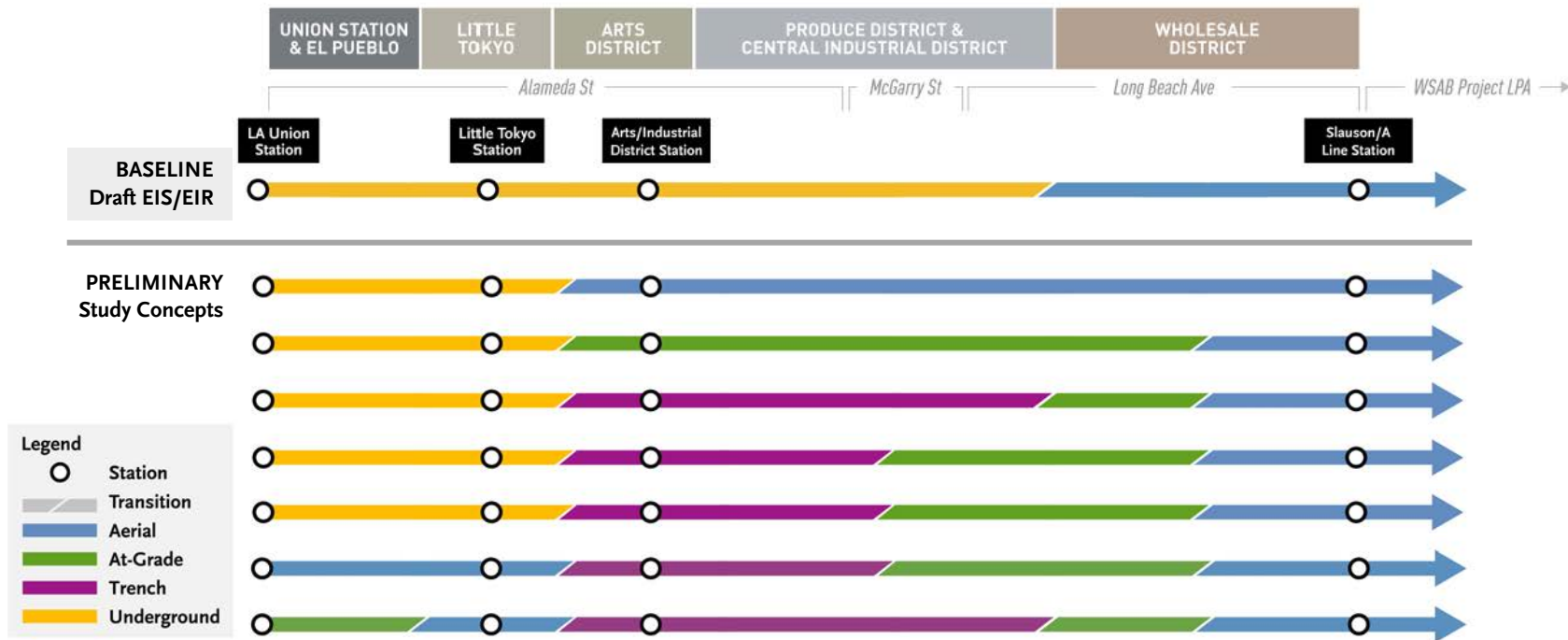
Preliminary Cost Comparison of Alignment Types

Cost Per Mile *

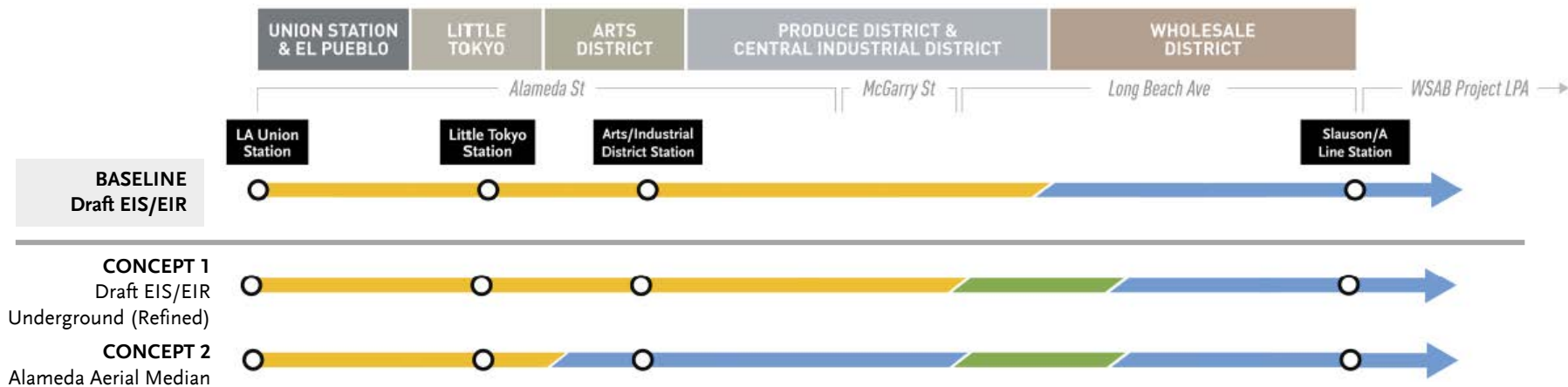


**Cost ranges are approximate, include stations, and vary by project depending on location and constraints based on nationwide examples*

Preliminary Concepts Explored



Narrowed Concepts



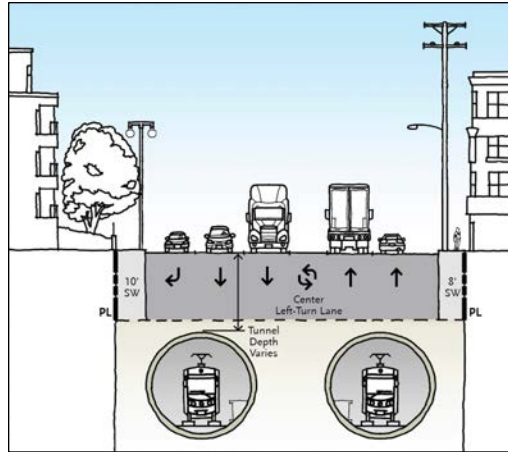
- Legend**
- Station
 - Transition
 - Aerial
 - At-Grade
 - Underground

Alignment Concepts	Distance (Miles)			
	Underground	Aerial	At-Grade	Total
BASELINE: DRAFT EIS/EIR Underground (Aerial at I-10 Freeway)	2.3	2.2	--	4.5
CONCEPT 1: DRAFT EIS/EIR Underground (Refined) (At-grade at I-10 Freeway)	2.3	1.9	0.3	4.5
CONCEPT 2: Alameda Aerial Median (At-grade at I-10 Freeway)	1.2	3.0	0.3	4.5

BASELINE: Draft EIS/EIR Underground

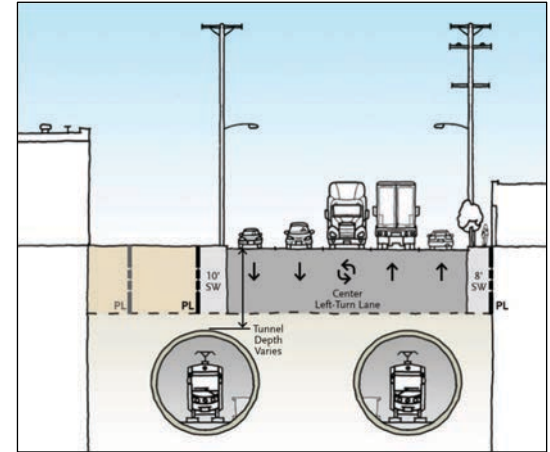


1 LA Union Station to 4th St Alameda St Looking North



- > Underground light rail from LA Union Station to 14th St
- > Underground LA Union Station (MWD), Little Tokyo Station

2 4th St to 6th St Alameda St Looking North

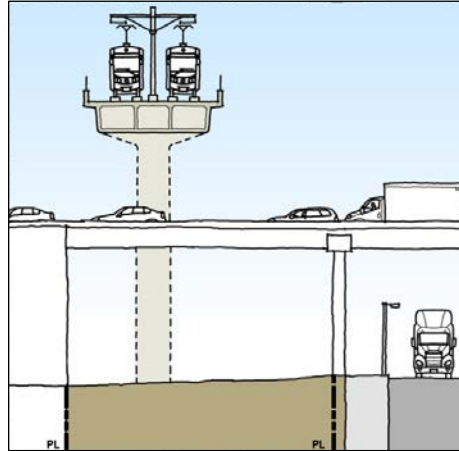


- > Underground light rail between 4th St and 6th St
- > Underground Arts/Industrial District Station

BASELINE: Draft EIS/EIR Underground

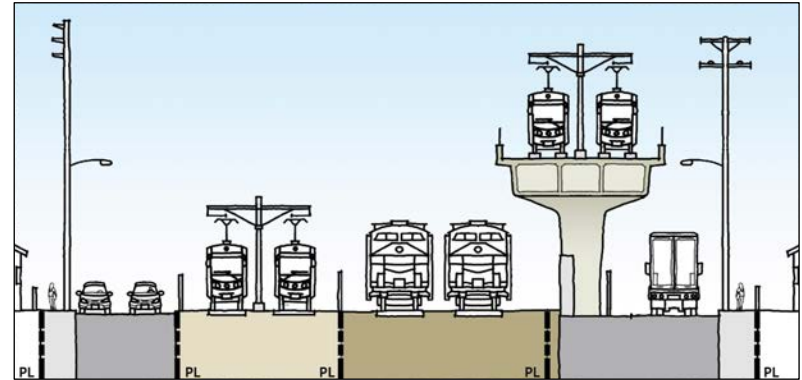


3 14th St to 16th St Long Beach Ave Looking North



- > Aerial light rail crosses above I-10 Freeway

4 Long Beach Ave South Long Beach Ave Looking North

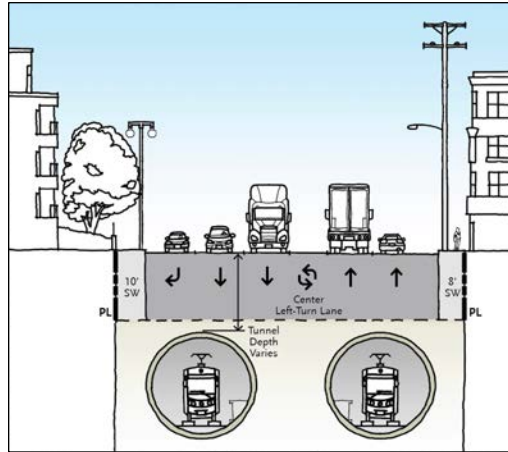


- > Aerial light rail south of 16th St to Slauson Station
- > Aerial light rail south of Washington Blvd same as DEIS/DEIR Alternative 1

CONCEPT 1: DRAFT EIS/EIR Underground (Refined)

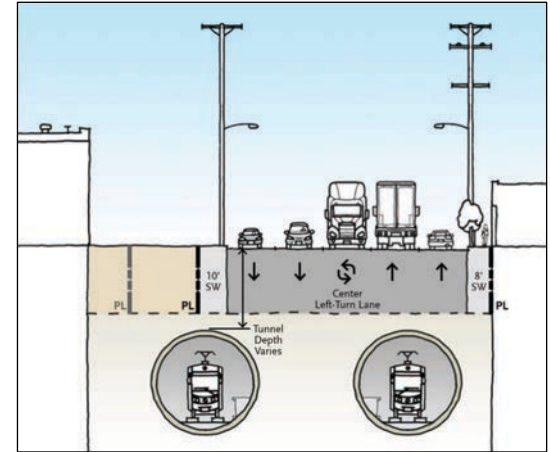


1 LA Union Station to 4th St Alameda St Looking North



- > **Underground** light rail from LA Union Station to 4th St
- > **Underground** LA Union Station (MWD), Little Tokyo Station

2 4th St to 6th St Alameda St Looking North

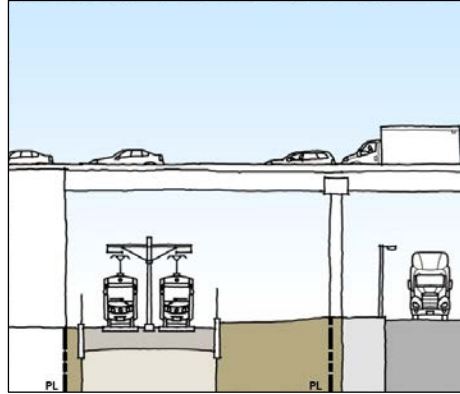


- > **Underground** light rail between 4th St and 6th St
- > **Underground** Arts/Industrial District Station

CONCEPT 1: DRAFT EIS/EIR Underground (Refined)

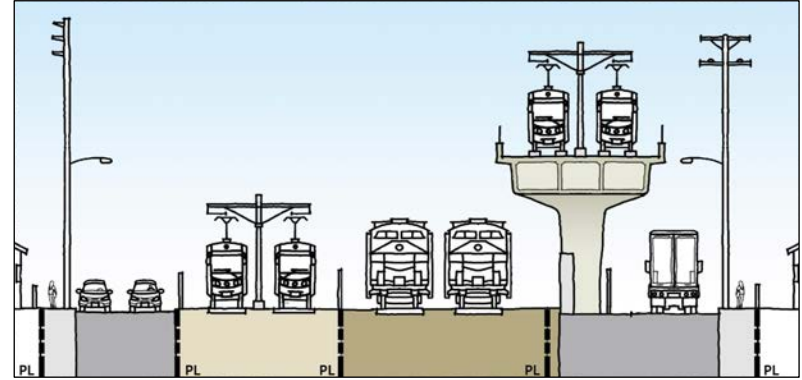


3 14th St to 16th St Long Beach Ave Looking North



- > **At-grade** light rail crosses below I-10 Freeway

4 Long Beach Ave South Long Beach Ave Looking North



- > **Aerial** light rail south of 16th St to Slauson Station
- > **Aerial** light rail south of Washington Blvd same as DEIS/DEIR Alternative 1

CONCEPT 2: Alameda Aerial Median



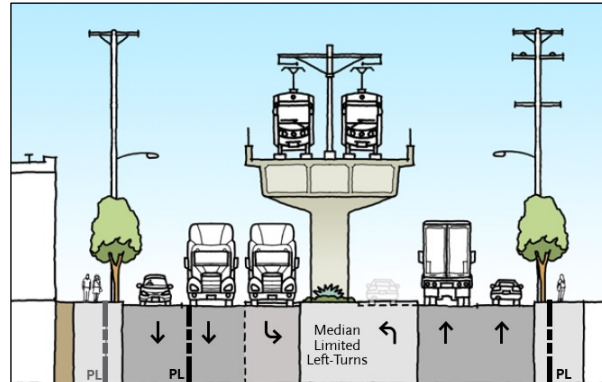
1 LA Union Station to 4th St

(see previous cross-sections)

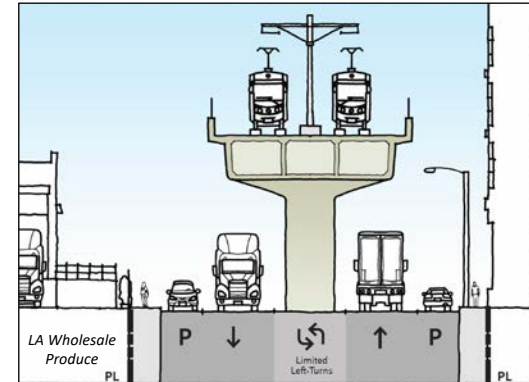
- > Underground light rail from LA Union Station to 4th St
- > Underground LA Union Station (MWD), Little Tokyo Station

2 4th St to Olympic Blvd

Alameda St Looking North

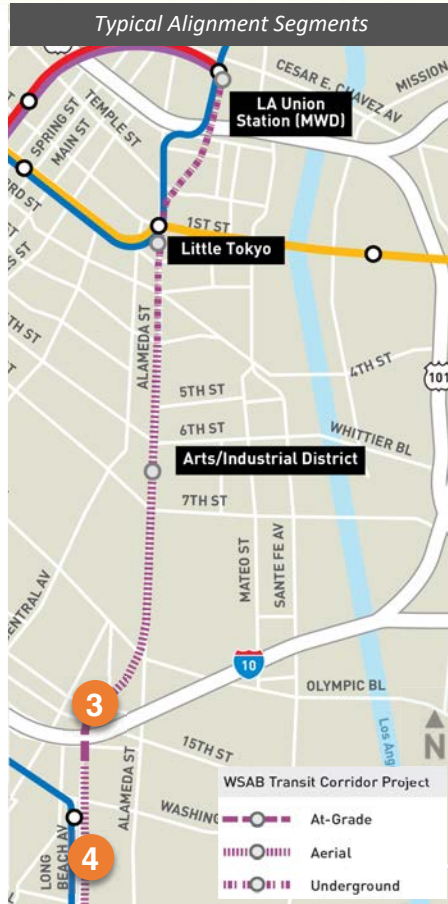


McGarry St Looking North

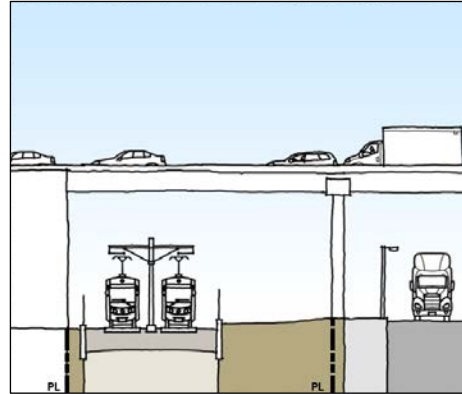


- > Refined Aerial Arts/Industrial District Station similar location as DEIS/DEIR
- > At-grade light rail crosses below I-10 Freeway

CONCEPT 2: Alameda Aerial Median

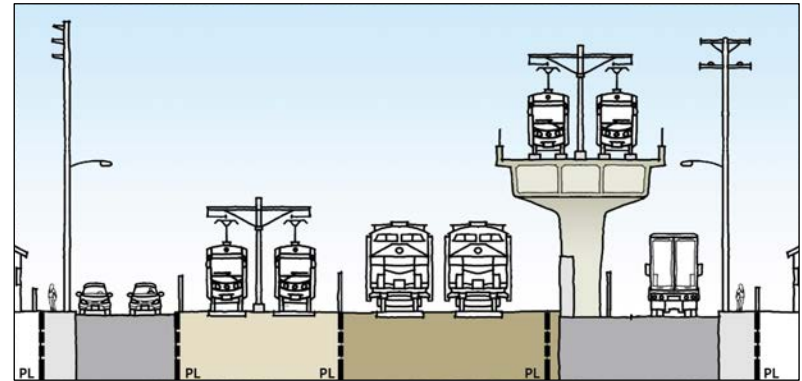


3 14th St to 16th St Long Beach Ave Looking North



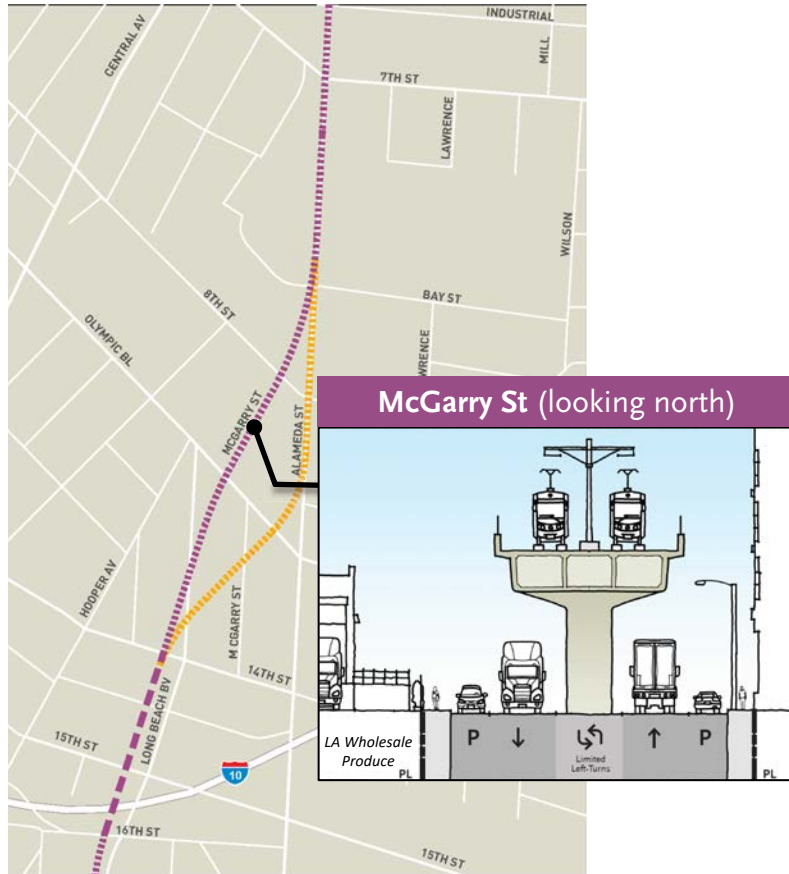
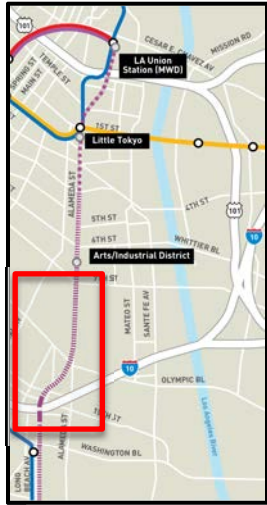
- > **At-grade** light rail crosses below I-10 Freeway

4 Long Beach Ave South Long Beach Ave Looking North



- > **Aerial** light rail south of 16th St to Slauson Station
- > **Aerial** light rail south of Washington Blvd same as DEIS/DEIR Alternative 1

CONCEPT 2: Option



WSAB Transit Corridor Project:
Alameda Aerial Median Concept

- At-Grade
- Aerial
- Underground
- Design Option: Extended Alameda Aerial Median Concept



Alternate route to McGarry St segment (in response to stakeholder comments)

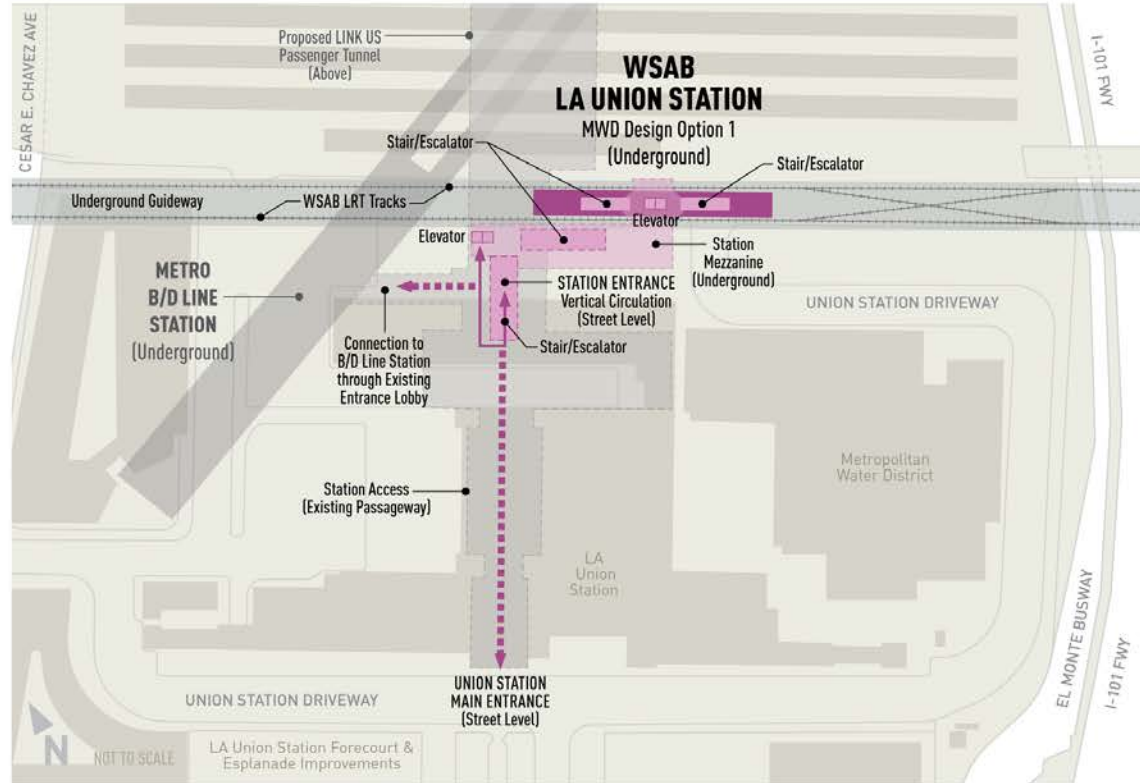
Key Differences:

- > Aerial alignment curves at Bay St southwest to cross over McGarry St south of Olympic Blvd
- > Alignment descends on retained fill after McGarry St to cross Long Beach Ave, continues south on west side of Long Beach Ave
- > Realignment avoids access and operation impacts to LA Wholesale Produce property

STATION: LA Union Station

Recommended Terminus (DEIS/DEIR Design Option 1)

- > Higher ridership and better transfer experience to/from Metro B, D, and A Lines
- > Cost effective compared to LA Union Station Forecourt location



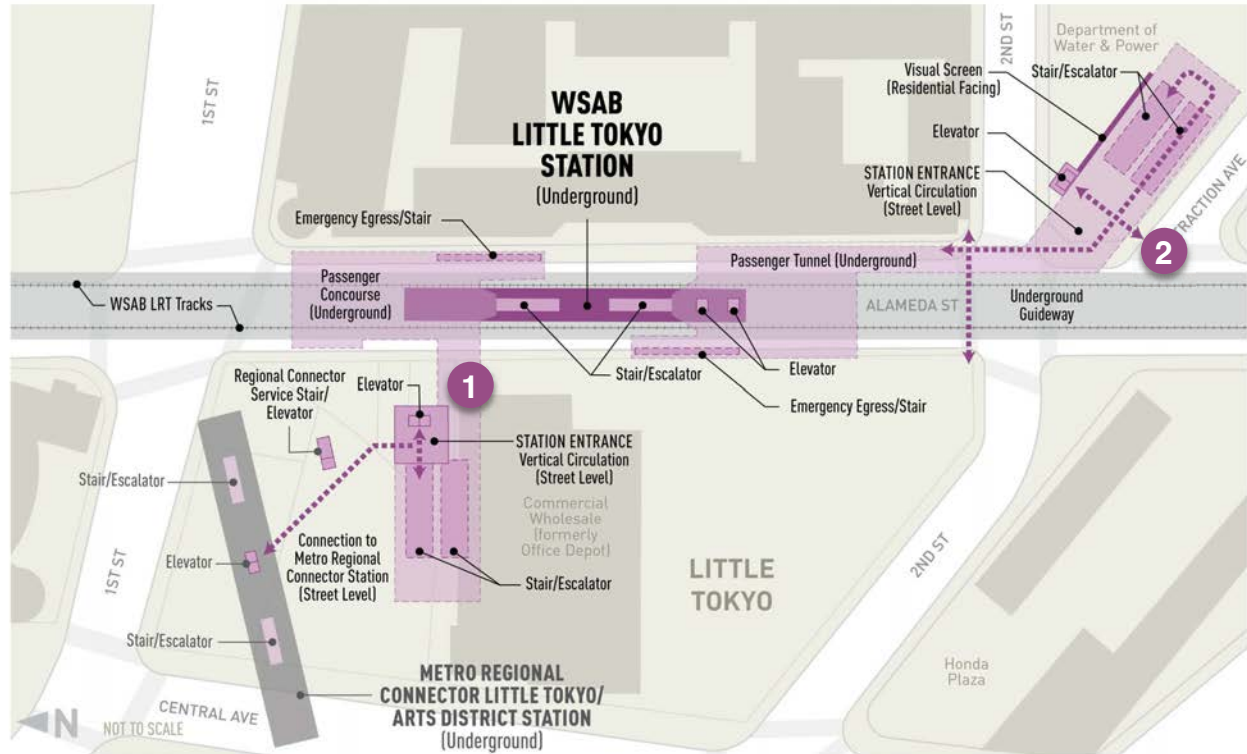
Station Access Plan Diagram

STATION: Little Tokyo

Based on LT stakeholders input

- 1 North entrance** shifted closer to Regional Connector station entrance to improve street-level transfer
- 2 South entrance** shifted to Traction Avenue for more direct connection to Arts District and away from residential

**Underground connection from WSAB to Regional Connector not feasible due to major Regional Connector Utilities*



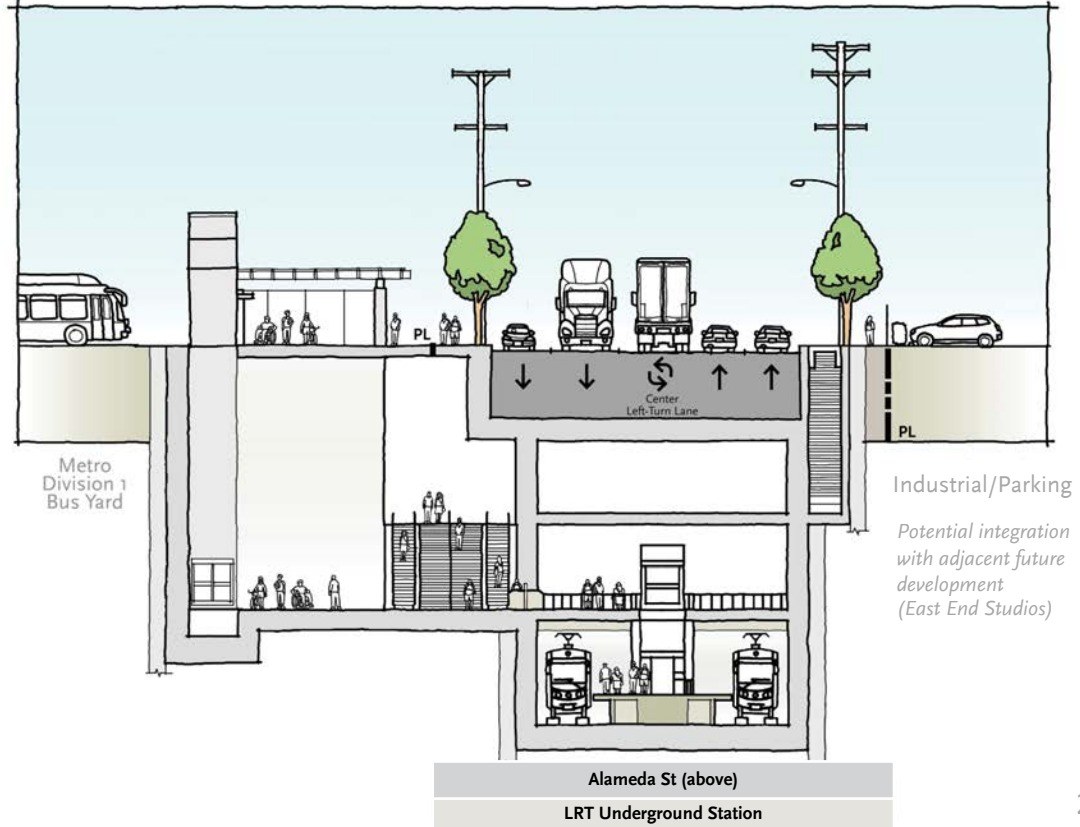
Station Access Plan Diagram

STATION: Arts/Industrial District Station

Draft EIS/EIR Station Concept

- > Underground Station
- > Station plazas with stairs/escalators/elevators on north and south platform ends (south platform entrance pictured with station entrance on east side of Alameda)

Conceptual Cross-section
Looking north between 6th and 7th St (at Metro Division 1 Bus Yard)

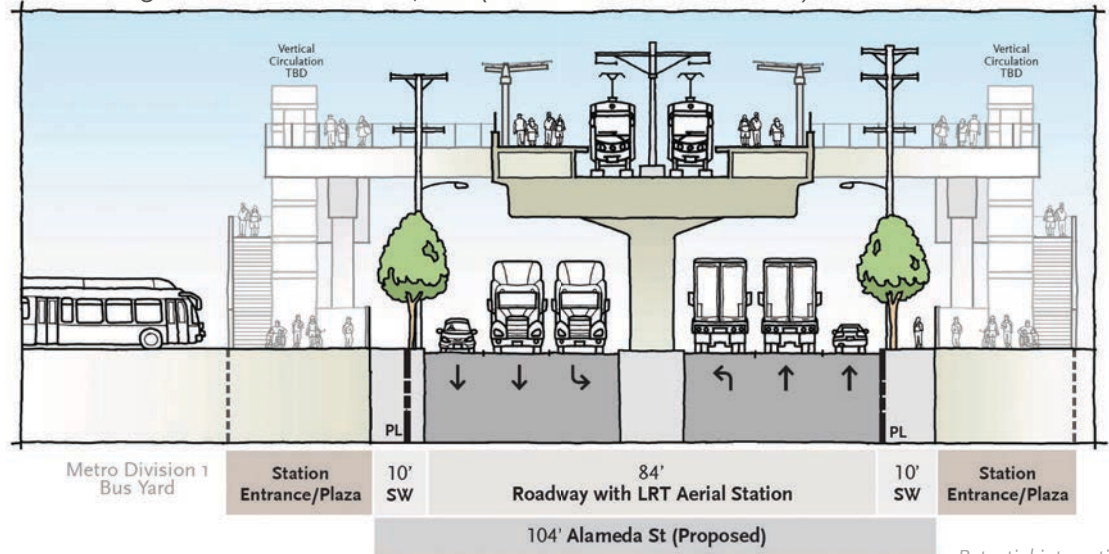


STATION: Arts/Industrial District Station

Potential Station Concept

- > Elevated station
- > Side platforms supported by structural column in center median of Alameda
- > Station plazas with pedestrian bridges on east and west side of Alameda for station access

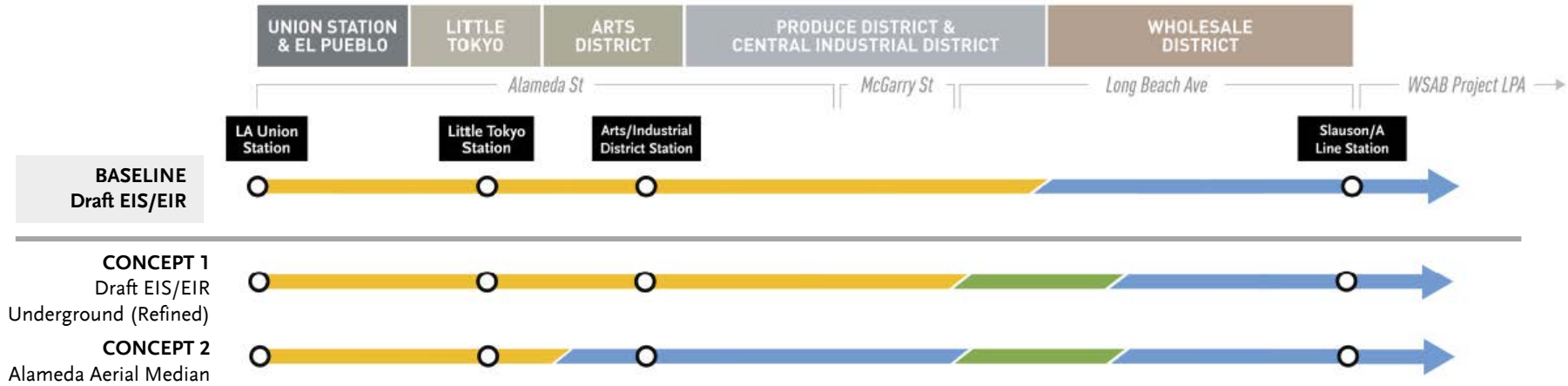
Conceptual Cross-section
Looking north between 6th and 7th St (at Metro Division 1 Bus Yard)



Note: All dimensions, ROW boundaries are preliminary and subject to confirmation in future phases of design.

Potential integration with adjacent future development (East End Studios)

Concepts Comparison



- Legend**
- Station
 - Transition
 - Aerial
 - At-Grade
 - Underground

Alignment Concepts	Distance (Miles)			
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Capital Cost Comparison

Alignment Concepts	Distance (Miles)				Capital Cost in YOE (Billion)	Reduction in Cost compared to BASELINE (Billion)	% Reduction in Cost compared to BASELINE
	Underground	Aerial	At-Grade	Total			
BASELINE: DRAFT EIS/EIR Underground (Aerial at I-10 Freeway)	2.3	2.2	--	4.5	\$8.04B		--
CONCEPT 1: DRAFT EIS/EIR Underground (Refined) (At-grade at I-10 Freeway)	2.3	1.9	0.3	4.5	\$7.75 B	\$0.23 B	- 4%
CONCEPT 2: Alameda Aerial Median (At-grade at I-10 Freeway)	1.2	3.0	0.3	4.5	\$6.72 B	\$1.33 B	- 17%

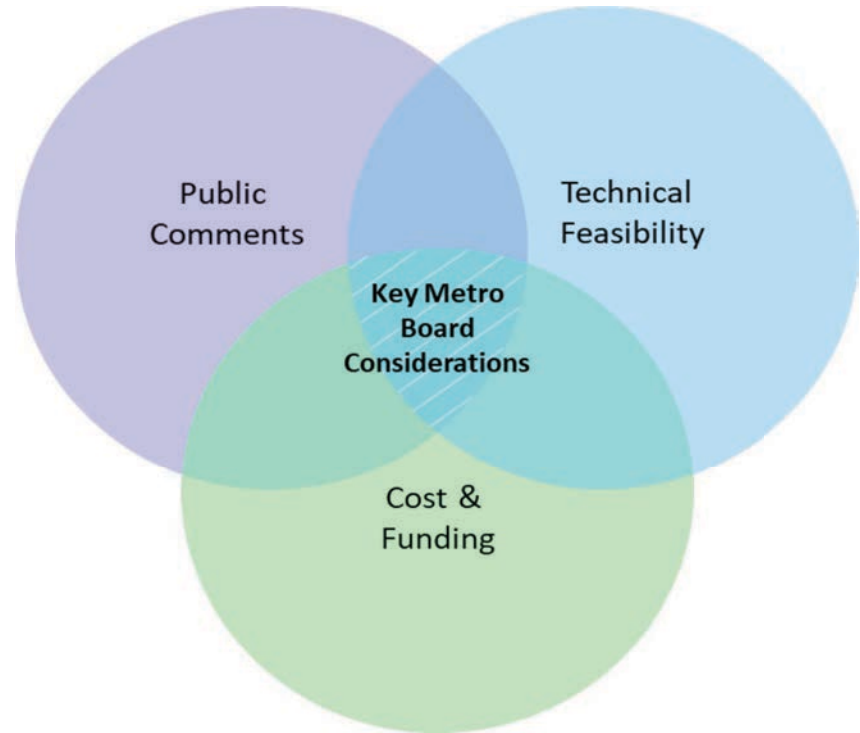
Environmental Considerations Comparison

Alignment Concepts	Street Closures	Traffic Circulation (Business Access)	Freeway/ Driveway Access	On-Street Parking Impacts	Right-of-Way Impacts	Utility Relocation	Noise/Vibration	Planned Bicycle Facilities	Cost per mile
BASELINE: Draft EIS/EIR Underground									
CONCEPT 1: Draft EIS/EIR Underground Refined									
CONCEPT 2: Alameda Aerial Median									

	Low		Moderate		High
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Next Steps

- > Complete this round of community and stakeholder update meetings
- > Finalize Slauson/A Line to LA Union Station Study Report
- > Present study findings to Metro Board mid-2023:
 - Technical Feasibility
 - Cost
 - Your input



Question & Answer Session

Let us know your questions.



Questions may be submitted via Question Card

Stay Connected



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