Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

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PLANNING AND PROGRAMMING COMMITTEE
MAY 14, 2025
EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: SOUTHEAST GATEWAY LINE SLAUSON / A LINE TO LOS ANGELES UNION STATION STUDY UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Southeast Gateway Line Slauson/A Line to Los Angeles Union Station (LAUS) Study.

ISSUE

The Board directed staff to initiate a Slauson/A Line to LAUS Segment Study (the LAUS segment) to identify a cost-effective alignment route and configuration in lieu of the all-grade separated configuration (underground from LAUS to I-10 along Alameda and aerial along A Line to Slauson Station) included in the Draft EIS/EIR . Metro staff has completed the study and this item presents the findings of the LAUS Segment study and discusses next steps.

BACKGROUND

In January 2022, the Board identified the Locally Preferred Alternative (LPA) for the Southeast Gateway Line (SGL). The LPA includes a 14.5-mile light rail transit (LRT) line with nine stations from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in the City of Artesia, a new C Line infill station at I-105, five parking facilities, and a maintenance and storage facility (MSF) in the City of Bellflower. The LPA was subsequently approved by the Board on April 25, 2024, after certifying the Environmental Impact Report (EIR) per the California Environmental Quality Act and the Environmental Impact Statement (EIS) per the National Environmental Protection Action (NEPA) successfully receiving a Record of Decision (ROD). The Project has initiated implementation of the early works components of the project.

As part of the January 2022 Board Action, the Board also identified LAUS as the ultimate northern terminus for the Project and directed staff to conduct a separate study to identify and evaluate cost-effective options for the approximately 4.8-mile alignment along Alameda Street from the SGL

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Slauson/A Line Station to LAUS, inclusive of three proposed stations (LAUS, Little Tokyo, and Arts/Industrial District). The study intended to provide an opportunity to identify concepts that would lower the project capital cost, make it competitive for “New Starts” Grant Funding, and reengage the community to best define a project (including station design and locations) to meet the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area. The study also provided an opportunity to address several comments received from the Little Tokyo community related to the Little Tokyo Station location and design. Attachment A includes the LAUS Segment Study Executive Summary.

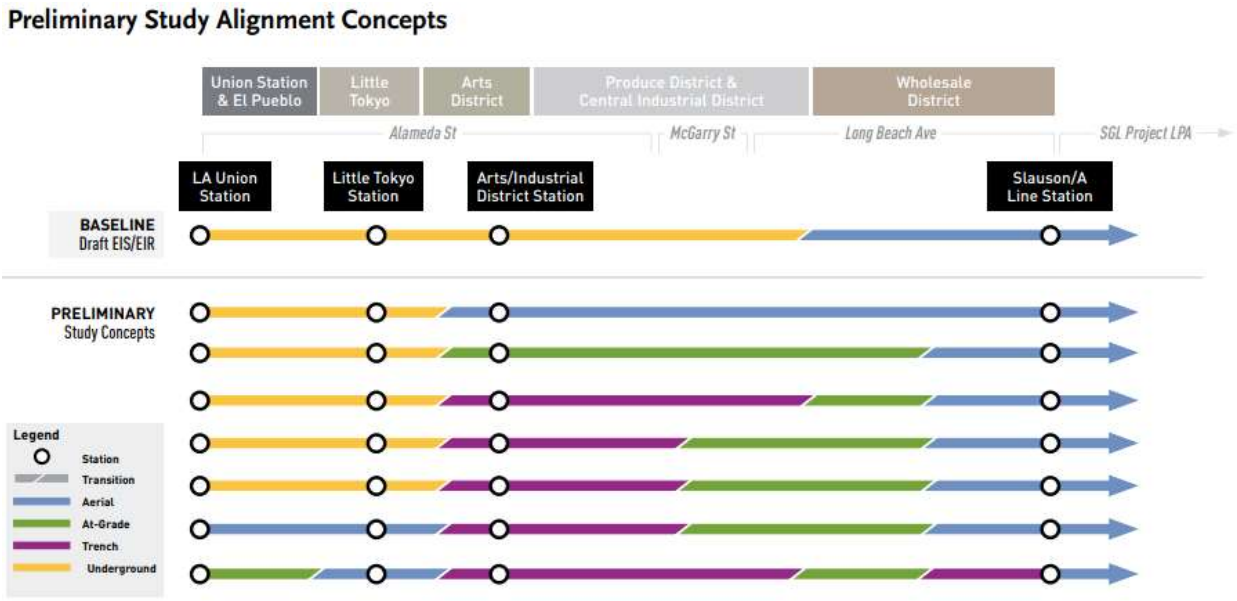
DISCUSSION

At the January 2022 meeting, the Board approved Motion #10 by Directors Hahn, Solis, Garcetti, Mitchell, and Duta to recommended that the Board adopt as policy that the full SGL project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail (Attachment B). As directed by Motion #10, staff worked with downtown stakeholders to explore a cost-effective/competitive alignment for the Slauson/A Line to LAUS segment for “New Starts” Grant Funding. The FTA's New Starts project evaluation uses a weighted, multi-criteria framework. Qualitative and quantitative ratings across various criteria are combined to produce justification, financial, and summary ratings. Notably, cost-effectiveness is a critical factor; projects rated below 'medium' will not receive funding, regardless of performance in other areas.

Study Approach: Lower the LAUS segment cost & make it cost-effective/competitive for “New Starts” grant funding

The LAUS segment includes a 4.5-mile segment along Alameda Street from LAUS to the Slauson/A Line Station, in which three stations are being considered: LAUS, Little Tokyo, and Arts/Industrial District. A range of preliminary concepts were developed based on key considerations, including providing a one-seat ride to LAUS, enhancing regional and local mobility, supporting economic growth and transit connections, potential to transform the Alameda Corridor character, and cost competitiveness for seeking Federal “New Starts” funding. These concepts are shown in Figure 1 below. The concepts were then further narrowed based on stakeholder feedback and technical considerations such as right-of-way constraints and operational constraints.

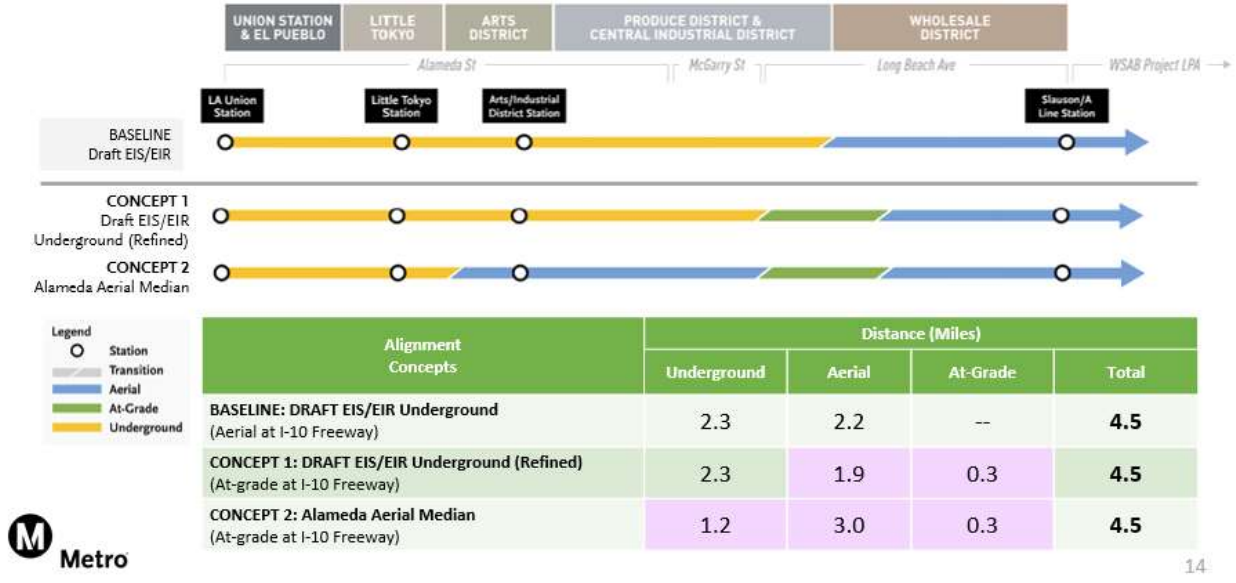
Figure 1: Preliminary Study Alignment Concepts



Two concepts were advanced and evaluated in comparison to the baseline alignment from the Draft EIS/EIR, as shown in Figure 2. The two concepts include:

- Concept 1: Draft EIS/EIR Underground Refined
- Concept 2: Alameda Aerial Median

Figure 2: Slauson/A Line to LAUS Study Baseline and Concepts



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**

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Concept 1: Draft EIS/EIR Underground Refined is similar to Alternative 1 from the Draft EIS/EIR with an underground alignment constructed via tunnel boring machine between LAUS and 14th Street. The alignment was revised to an at-grade segment under the I-10 freeway instead of an aerial configuration that was proposed in the Draft EIS/EIR. Consistent with Alternative 1 from the Draft EIS/EIR, the Concept 1 alignment would continue on an aerial structure adjacent to the existing A Line on Long Beach Boulevard until it ties in with the Approved Project at Slauson/A Line Station.

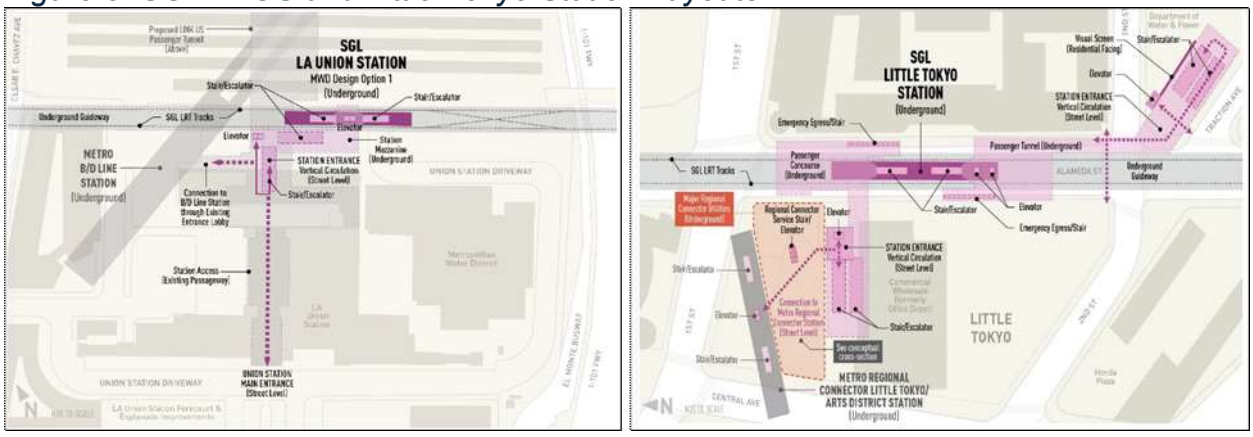
Concept 2: Alameda Aerial Median proposes the same horizontal alignment as Concept 1 but proposes an aerial structure between 4th Street and 14th Street instead of an underground alignment. Similar to Concept 1, Concept 2 proposes an at-grade configuration under the I-10 freeway and continues on an aerial structure adjacent to the existing A Line on Long Beach Boulevard until it ties in with the LPA at Slauson/A Line Station.

Station refinements to address stakeholder comments

This study also re-explored the LAUS and Little Tokyo Station locations considered in the Draft EIS/EIR. Figure 3 shows the station layouts.

- At LAUS, the Metropolitan Water District station option is proposed to be advanced instead of the Forecourt station option due to higher ridership and fewer conflicts with other projects in the LAUS area.
- In Little Tokyo, the Little Tokyo Station is being included for all concepts as requested by the Metro Board. The layout and configuration of the station portals were refined to address stakeholder comments and input. The north entrance portal has been shifted closer to the A and E Line portal entrance, and the southern portal has been rotated to allow for improved visual considerations for adjacent residences.

Figure 3: SGL LAUS and Little Tokyo Station Layouts



Stakeholder and Public Outreach

Metro staff coordinated closely with stakeholders and the public in the study area to ensure the design and study recommendations reflect community input. Outreach efforts included booths at community events, collaborating with community-based organizations (CBOs), and study-specific briefings, including: 13 community stakeholder and public meetings, one in-person community update meeting, 2 virtual stakeholder working group (SWG) meetings, 6 property owner briefings, and 5 CBO partnerships. CBO partners were each sponsored at the $500 level to help reach out to stakeholders, distribute project information and encourage participation at working group sessions and hosted project briefings. Comments and feedback received from stakeholders are considered in the study findings.

Feedback from the stakeholder meetings and property owner briefings indicated that stakeholders overwhelmingly preferred an underground alignment concept. 94% of stakeholders, including

residents, businesses and property owners, preferred an underground alignment, while 6% stated they had no preference. No stakeholders preferred an aerial alignment. Key topics of concern for stakeholders included potential business impacts, noise and vibrational impacts, urban design, and visual effects.

Key Findings

Each concept was evaluated for engineering constraints, environmental considerations, cost savings, and public support. Table 1 summarizes the environmental considerations for the alignment concepts, evaluating factors such as street closures, grade crossings, traffic circulation, freeway access, on-street parking, utility relation, noise and vibration, and planned bicycle facilities.

Table 1: Environmental Considerations Summary

ALIGNMENT CONCEPTS	ENVIORNMENTAL CONSIDERATIONS					
	STREET CLOSURES, GRADE CROSSINGS, TRAFFIC CIRCULATION	FREEWAY ACCESS	ON-STREET PARKING	VISUAL AND AESTHETICS	NOISE/ VIBRATION	PLANNED BIKE FACILITIES
Baseline Draft EIS/EIR Alternative 1 *LA Union Station to Pioneer Station*	●	●	●	●	●	●
Concept 1 Draft EIS/EIR *Underground Refined*	●	●	●	●	●	●
Concept 2 *Alameda Aerial Median*	◐	●	◐	◐	●	○

Potential for Effects: ● None or Low ◐ Moderate ○ High

Updated Cost & Schedule Estimate

At the time of the study, the capital cost year of expenditure (YOE) timeline was based on the Measure M timeline of 2041. The estimated YOE cost was approximately $7.75 billion for Concept 1 and $6.72 billion for Concept 2.

The Metro Measure M Funding Plan (Central City Subregion planning area) includes $400 million (in 2015 dollars) for the LAUS segment, which is equivalent to $928.9 million to $1.076 billion in YOE dollars.

Financial modeling indicates potential schedule acceleration for Concept 2 (Alameda Aerial Median) under current assumptions. However, the earliest possible completion date is 2048 due to existing Board federal funding priorities for the Southeast Gateway Line Approved Project, Eastside Corridor Phase 2, and the Sepulveda Transit Corridor projects. Further funding constraints include the need to issue bonds to accelerate local funding, which could increase debt service costs and potentially impact the agency's ability to fund future projects. Concept 1 has a projected completion date of 2053.

Based on the updated timeline of 2053 and 2048, the cost of Concepts 1 and 2 would be $12.2 B and $8.9 B (YOE $), respectively. The cost per mile for Concepts 1 and 2 is approximately $2.72 billion and $1.98 billion, compared to the Approved Project cost of $480 to $600 million per mile.

The high costs will make this LAUS segment more difficult to fund without significant new sources of revenue that were not envisioned in the original Measure M Expenditure Plan while not affecting the funding of other Board approved projects. Even after accounting for inflation adjustments, the cost estimate far exceeds the currently programmed funding for this Project. In addition, the currently approved SGL project, for which early works projects have been initiated, has yet to secure all funding to complete the funding plan. Staffing to support the continued progression of studies for the LAUS segment is strained against the needs of existing Metro priority projects and the major events planned for the region over the next few years. To address these constraints, if sufficient additional resources are committed, specialized staffing and consultant support can be allocated to complete specific deliverables that advance the environmental clearance and develop a funding plan.

Metro staff are exploring consideration of other potential external funding sources, which could include an Enhanced Infrastructure Financing District (EIFD). An EIFD could use property tax increment generated through increased property value within a defined geographic area to fund projects. Solutions Alameda Coalition (SAC), an advocacy non-profit organization, completed an EIFD analysis that suggests that potential funding could be generated for projects.

Given the funding uncertainties generally, staff recommend proceeding with the LAUS segment after the following key steps are completed:

1. **Secure Full Funding Grant Agreement (FFGA) for the Approved Project (Slauson/A Line to Pioneer)**: Securing funding commitments for the Approved Project segment is critical for the initial operating segment of this corridor, and must be completed before initiating additional studies, environmental clearance, advanced design, etc., for the LAUS segment. The goal is to obtain a FFGA for the Approved Project by **Q1 2027**.

2. **EIFD Formation and Commitment**: Given the completion of the LAUS Segment Study and to develop a viable funding strategy, the City and County of Los Angeles must formally establish the EIFD and make a clear commitment of revenues to the SGL project. Staff will continue to collaborate with the City and County to support EIFD implementation and clarify the funding need and commitments If the City and County demonstrate sufficient commitments to establish an EIFD, and if initial funding agreements are secured for Metro staffing and consultant support, then, with Board approval, additional studies for project development, environmental clearance, and advanced design can be initiated.

EQUITY PLATFORM

The Approved Project and the LAUS Segment will benefit communities by adding a new high-quality reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities along the corridor. The SGL corridor is comprised largely by Environmental Justice (EJ) communities. The LAUS Segment traverses through, and is adjacent to, established neighborhoods within the City of Los Angeles including but not limited to: Chinatown, El Pueblo de Los Angeles, Little Tokyo, Arts District, Industrial District, and Central-Alameda. In 2017 (the first year of environmental analysis), Black, Indigenous, and People of Color (BIPOC) residents comprised 71.6 percent of the total population in the LAUS Segment affected area. In addition, 46.1 percent of these communities are low-income.

During the environmental clearance phase of the Approved Project and the LAUS Segment study, staff has conducted extensive outreach efforts for corridor communities and has continued to engage project stakeholders through a variety of forums, platforms, languages, and access methods, including special outreach efforts to people of color, low income, and limited English proficiency populations, and persons with disabilities. Stakeholder feedback was received regarding privacy and visual impacts from the design of the Little Tokyo station portal and concerns of the design crossing the I-10 freeway. Project development has been directly influenced by this engagement, as discussed above. Metro staff will continue to engage communities as a part of the LAUS Segment when the environmental phase is initiated.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership through expanding high quality transit service. Metro conducted preliminary analysis as part of the Draft EIS/EIR which shows that the net effect of this project is to decrease VMT. Specifically, the VMT analysis in the Draft EIS/EIR for an alignment from LAUS to Artesia identified a reduction in daily regional VMT of 391,500 miles compared to the Horizon Year (2042) No Build Alternative conditions. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling;
- Goal 3: Enhance communities and lives through mobility and access to opportunity; and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

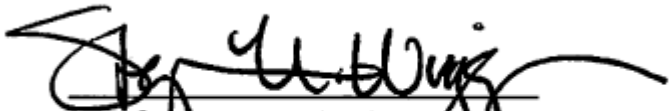
Staff will continue to support and advance the following activities before re-initiating further work on the LAUS Segment: (1) securement of an FFGA for the initial operating segment of the corridor by Q1 2027, (2) Formation of an EIFD by City's and County's with commitment of revenues/funding dedicated to the LAUS Segment, and (3) completion of efforts related to the 2028 Games.

ATTACHMENTS

Attachment A - SGL Slauson/A Line to Los Angeles Union Station Study Executive Summary
Attachment B - Motion #10

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Slauson/A Line to LA Union Station Study

Southeast Gateway Line



APRIL 2025

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- Little Tokyo Historical Society
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This study was made possible by the contributions and engagement of corridor stakeholders, including but not limited to:

- Arts District Business Improvement District
- Downtown Industrial Business Improvement District
- El Pueblo De Los Angeles Commission
- Japanese American National Museum
- Little Tokyo Business Association
- Little Tokyo Community Council
- Little Tokyo Historical Society
- Little Tokyo Stakeholder Meeting
- Little Tokyo Towers
- Los Angeles River Artists and Business Association
- Stakeholder Working Group
- Solutions Alameda Coalition and Property Owners (Various)

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Acronyms and Abbreviations

ACRONYM	DEFINITION
BRT	Bus Rapid Transit
CBO	Community-Based Organization
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
LA	Los Angeles
LADOT	Los Angeles Department of Transportation
LAUS	Los Angeles Union Station
LA ART	Los Angeles Aerial Rapid Transit
Link US	Link Union Station
LPA	Locally Preferred Alternative
LRT	Light-Rail Transit
Metro	Los Angeles County Metropolitan Transportation Authority
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
ROW	Right-of-Way
SGL	Southeast Gateway Line
TBM	Tunnel Boring Machine
WSAB	West Santa Ana Branch
YOE	Year of Expenditure

Executive Summary

Background

The Southeast Gateway Line (SGL)[1] (Project) is a proposed light-rail transit (LRT) line that will connect southeast Los Angeles (LA) County with Los Angeles Union Station (LAUS). Once completed, the alignment would extend approximately 19 miles from the southern terminus at Pioneer Station in Artesia to the northern terminus at LAUS in Downtown Los Angeles. In January 2022, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) identified Alternative 3: Slauson A (Blue) Line to Pioneer Station from the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) as the Locally Preferred Alternative (LPA) for the Project. The Board selected LAUS as the ultimate project terminus and directed Metro staff to identify and evaluate cost-effective options for the alignment north of the SGL Slauson/A Line Station, inclusive of the LAUS Station, the Little Tokyo Station, and the Arts/Industrial District Station. The Final EIS/EIR for the LPA was released to the public on March 29, 2024. The Board approved the LPA and certified the Final EIS/EIR on April 25, 2024. The Federal Transit Administration issued the Record of Decision for the Project on August 23, 2024.

Per the Board's direction, Metro staff have prepared the Slauson/A Line to LA Union Station Study (Study) to evaluate cost-effective options for the approximately 4.8-mile alignment along Alameda Street from LAUS to the Slauson/A Line Station (corridor), inclusive of three proposed stations (LAUS, Little Tokyo, and Arts/Industrial District). Improving the cost-effectiveness of the Slauson/A Line to LAUS corridor would also increase its competitiveness to receive Federal Transit Administration (FTA) New Starts program funding. The baseline alignment evaluated in this Study is shown in Figure ES-1. This is a stand-alone study and does not include the LPA.

[1] The Project was previously referred to as the West Santa Ana Branch Transit Corridor (WSAB). On March 15, 2023, the Metro Board of Directors approved a motion that included a recommendation to rename the Project with more of a local context. Metro launched a renaming campaign in August 2023 to receive community input on names that are representative of the cultural and demographic communities along the alignment. Metro received over 1,200 submissions with over 900 unique name recommendations during the renaming contest. A panel selected the top 12 names for the public voting process, and over 4,500 votes were received. On January 22, 2024, Southeast Gateway Line was unveiled as the new name for the Project. Though WSAB was used throughout the Final Environmental Impact Study/Environmental Impact Report, the Southeast Gateway Line name is being used as the Project advances.

Figure ES-1

SLAUSON/A LINE STATION TO LAUS



Alignment Concepts and Station Refinements

This Study identified two alignment concepts and one design option that include refinements to the vertical profile and cost-effective alignment options from the alternative studied in the Draft EIS/EIR. Refinements to the Slauson/A Line Station to LAUS alignment along Alameda Street considered level of cost-effectiveness, constructability challenges, environmental considerations, and input from directly affected communities and stakeholders.

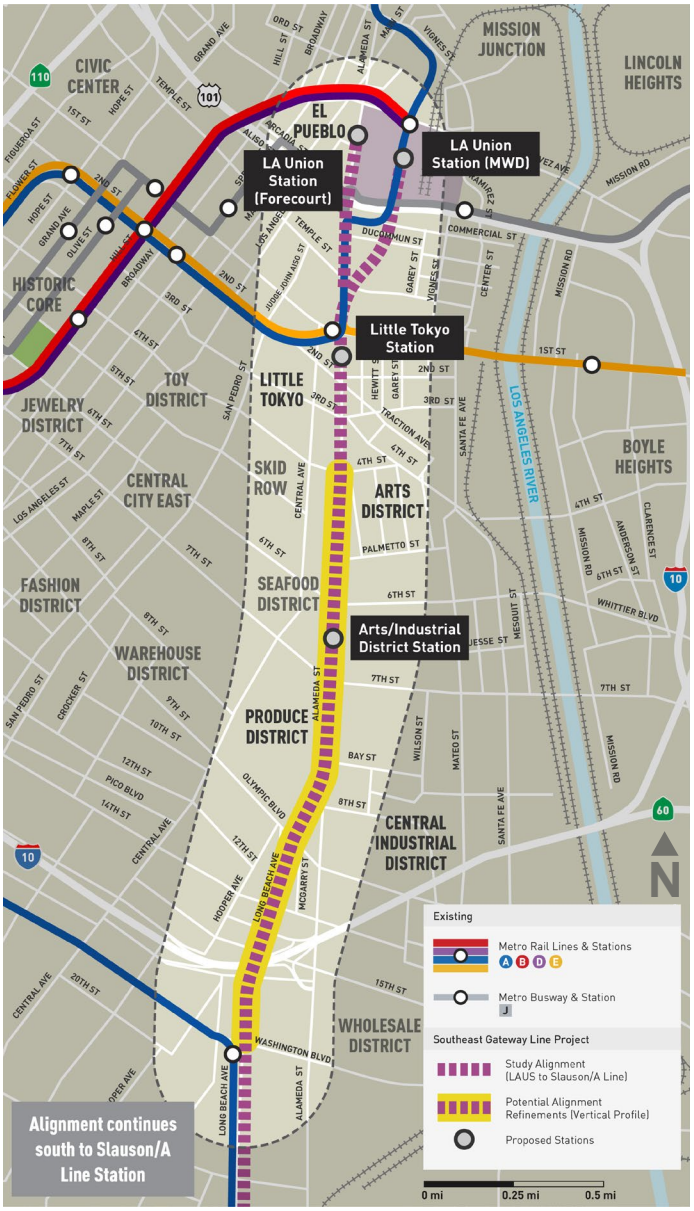
The Draft EIS/EIR Alternative 1: Los Angeles Union Station to Pioneer Station was used as the baseline for this Study. The portion of Alternative 1 from the Slauson/A Line Station to LAUS proposed an aerial configuration between the Slauson/A Line Station and the Interstate 10 (I-10) freeway, and a primarily underground configuration between the I-10 freeway and LAUS.

The corridor between Slauson/A Line and LAUS was divided into four segments, with breakpoints influenced by corridor features such as proposed station locations, right-of-way (ROW), and existing transportation infrastructure. These segments are described in Section 2 and are as follows: from LAUS to 4th Street; 4th Street to 8th Street; 8th Street to Washington Boulevard; and Washington Boulevard to the Slauson/A Line Station. Physical constraints and engineering challenges were evaluated throughout the corridor.

To meet the goals and objectives of the Study, cost-effective alignment refinements to Alternative 1 from the Draft EIS/EIR vertical profile were identified between 4th Street and Washington Boulevard, illustrated in Figure ES-2.

Figure ES-2

OPPORTUNITIES FOR REFINEMENTS FROM SLAUSON/A LINE STATION TO LAUS



The overall Project to LAUS exceeds the Measure M budget of $4 billion and Central City budget allocation of $400 million in 2015 dollars. As noted in the Final EIS/EIR, the 14.5-mile LPA was estimated to cost approximately $7.16 billion in year of expenditure (YOE) dollars (approximately $490 million per mile). The increase in overall cost from previous estimates is largely due to increases in Federal Transit Administration–recommended contingencies, construction cost increases, and higher-than-predicted inflation. In comparison, the potential cost for the 4.8-mile extension from the Slauson/A Line Station to LAUS would be approximately $8 billion in YOE dollars (approximately $1.68 billion per mile). This is reflective of the underground alignment from approximately 14th Street and Long Beach Avenue north to LAUS as described in the Draft EIS/EIR. Opportunities to reduce the length of underground construction via a tunnel boring machine (TBM) between Slauson/A Line and LAUS have the greatest potential to reduce cost. In descending order of cost, underground construction with a TBM has the highest typical cost per mile, followed by trench, aerial structure, and at-grade (street level) construction as shown in Figure Es-3.

Figure ES-3

Preliminary Cost Comparison for Alignment Types*



** Cost ranges are approximate, include stations, and vary by project depending on constraints. Values are based on nationwide examples provided by the National Transit Database and were escalated to 2025 dollars using the Civil Works Construction Cost Index System provided by the United States Army Corps of Engineers.*

At-grade and trench concepts between 4th Street and Washington Boulevard were screened out due to effects of the Project footprint related to ROW acquisition and traffic circulation, as well as low stakeholder support. The Alternative 1 alignment was refined to include two concepts and one design option.

The initial alignment configurations explored are shown in Figure ES-4. These initial configurations studied were screened out due to factors such as ROW constraints, operational constraints, or limited stakeholder support. Configurations were refined through design developed during this Study, in concert with stakeholder input, to result in the alignment concepts advanced and shown in Figure ES-5.

KEY CONSIDERATIONS

> 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

Figure ES-4

Preliminary Study Alignment Configurations

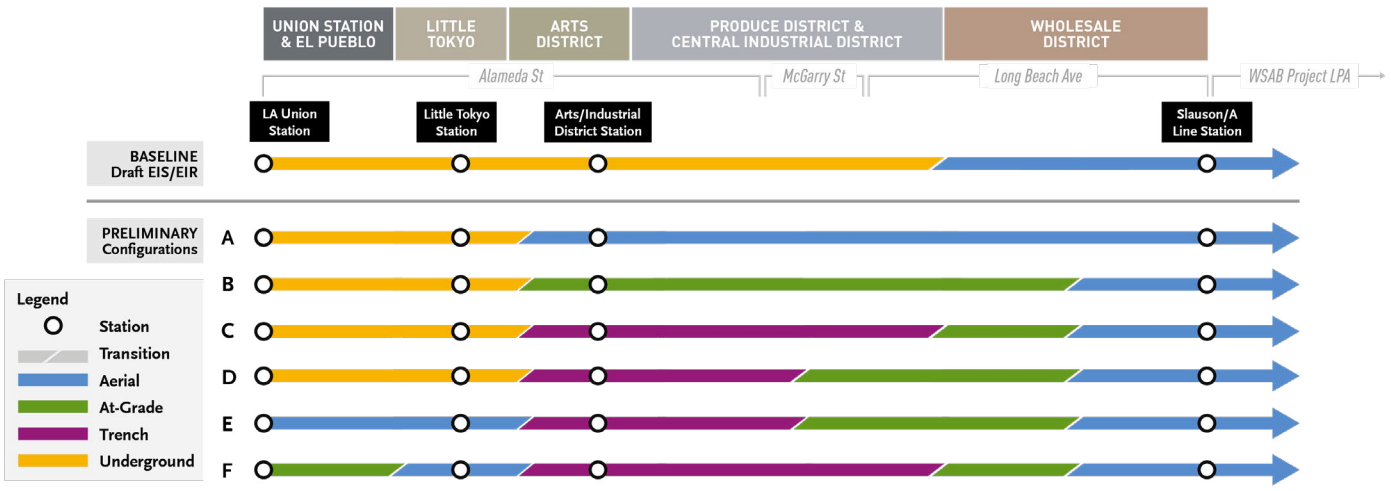


Table ES-1. Concepts and Capital Cost Comparison Summary

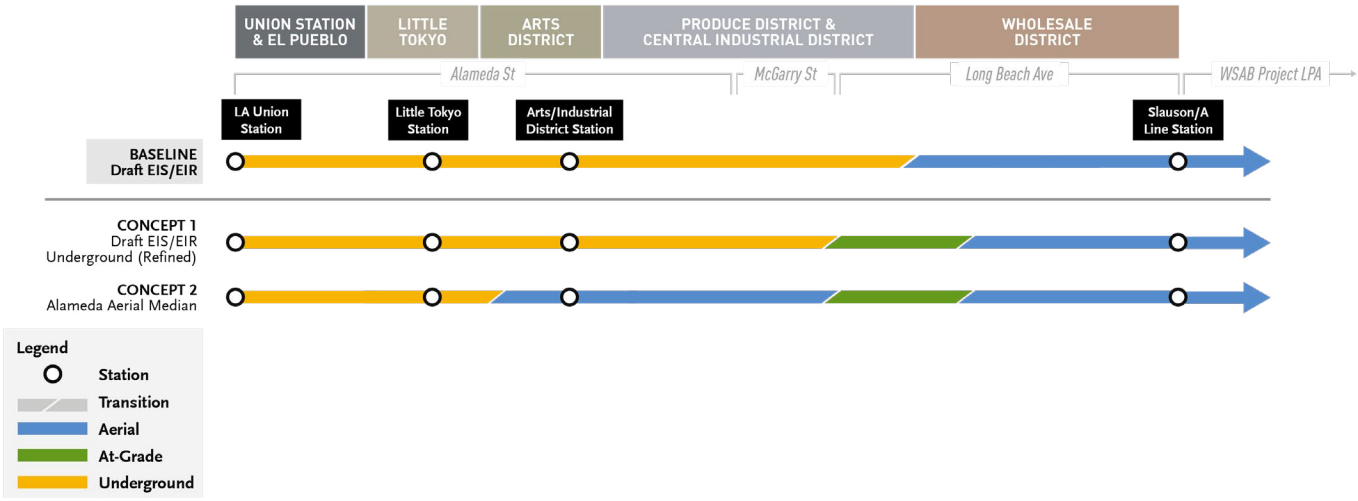
ALIGNMENT CONCEPTS	DISTANCE (MILES)				CAPITAL COST IN YOE (BILLION)*	REDUCTION IN COST COMPARED TO BASELINE (BILLION)	% REDUCTION IN COST COMPARED TO BASELINE
	UNDERGROUND	AERIAL	AT-GRADE	TOTAL			
Baseline Draft EIS/EIR Underground *Aerial at I-10 Freeway*	2.3	2.3	0.2	4.8	$8.04 B	–	–
Concept 1 Draft EIS/EIR Underground (Refined) *At-grade at I-10 Freeway*	2.3	2.1	0.4	4.8	$7.76 B	$0.29 B	– 4%
Concept 2 Alameda Aerial Median *At-grade at I-10 Freeway*	1.2	3.1	0.5	4.8	$6.71 B	$1.33 B	– 17%

* Current capital cost YOE timeline is unconstrained by funding and utilizes Measure M timeline of 2041.

Note: Distance is rounded to the nearest tenth, any difference in sums is due to rounding.

Figure ES-5

Alignment Concepts Advanced



Concept 1
Draft EIS/EIR Underground Refined

Concept 1: Draft EIS/EIR Underground Refined is similar to Alternative 1 from the Draft EIS/EIR with an underground alignment constructed via TBM proposed between LAUS and approximately 14th Street (see Figures ES-6 and ES-7). The alignment was revised between 14th Street and Washington Boulevard to an at-grade segment under the I-10 freeway instead of an aerial configuration as proposed in the Draft EIS/EIR (see Figures ES-6 and ES-8). Consistent with Alternative 1 from the Draft EIS/EIR, the Concept 1 alignment would continue on an aerial structure between Washington Boulevard and the Slauson/A Line Station, where it would tie in with the LPA (see Figures ES-6 and ES-9).

Figure ES-6

Typical Alignment Segments

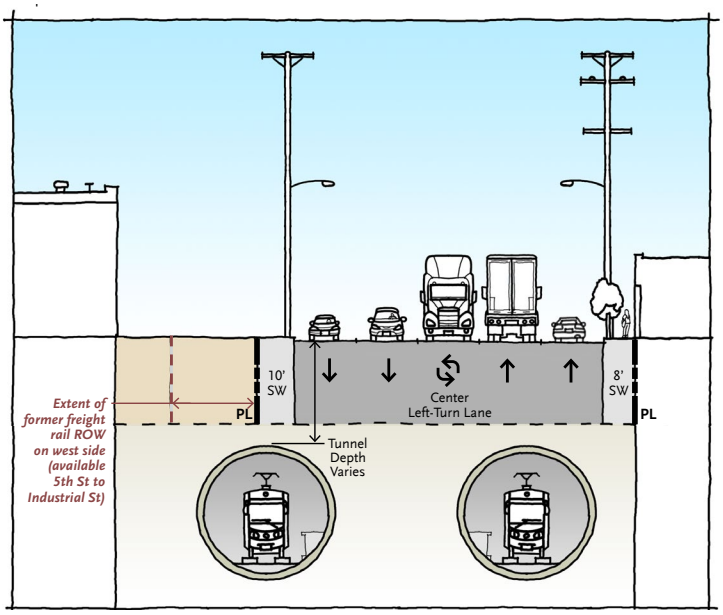
Key Plan



1 *Figure ES-7*

Alameda St - 4th St to 6th St

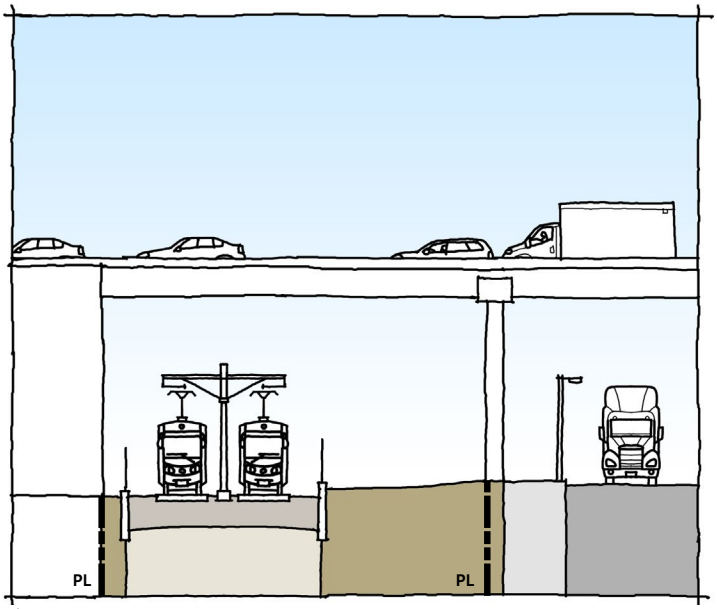
Looking North



2 *Figure ES-8*

Alameda St - 14th St to 16th St

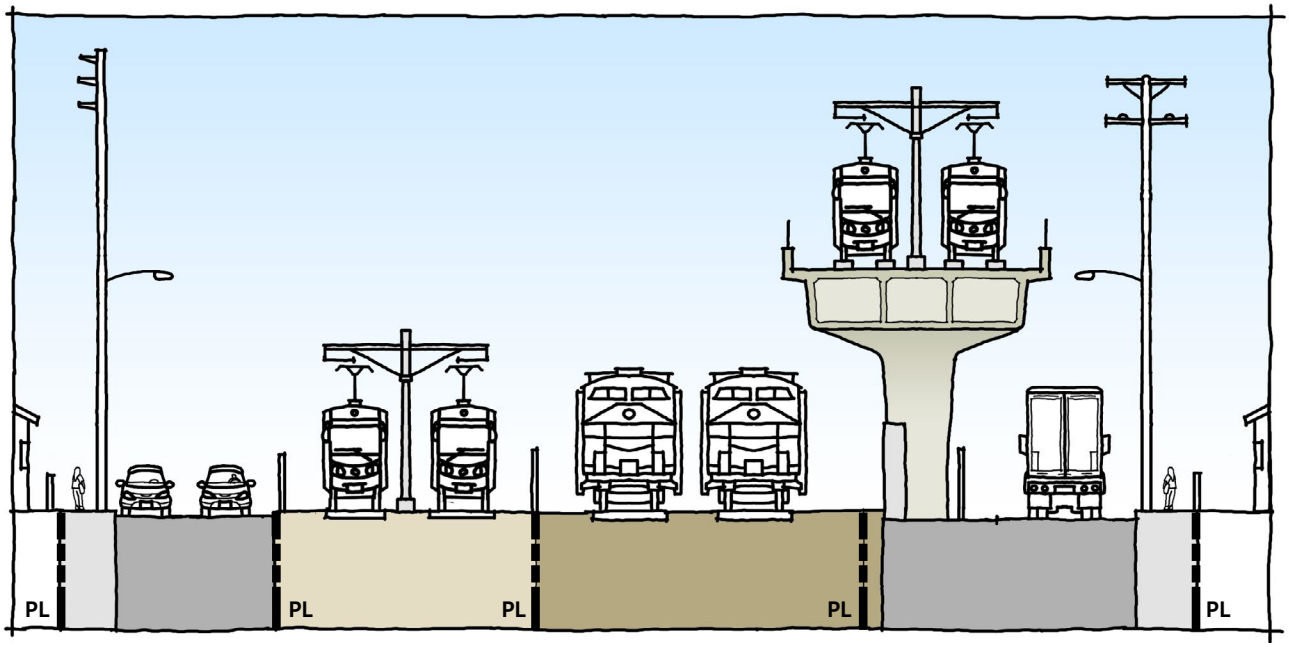
Looking North



3 *Figure ES-9*

Long Beach Av South

Looking North



Concept 2
Alameda Aerial Median

Concept 2: Alameda Aerial Median proposes the same horizontal alignment as Concept 1 but proposes an aerial structure between 4th Street and approximately 14th Street instead of an underground alignment (see Figures ES-10, ES-11, and ES-12). Similar to Concept 1, Concept 2 is refined from the design of Alternative 1 from the Draft EIS/EIR with an at-grade configuration proposed between 14th Street and Washington Boulevard instead of an aerial configuration as proposed in the Draft EIS/EIR. South of 14th Street, Concept 2 is identical to Concept 1 in which Concept 2 would transition to an at-grade configuration to pass underneath the I-10 freeway, then rise to an aerial configuration over Washington Boulevard until it ties in with the LPA at the Slauson/A Line Station.

Figure ES-10

Typical Alignment Segments

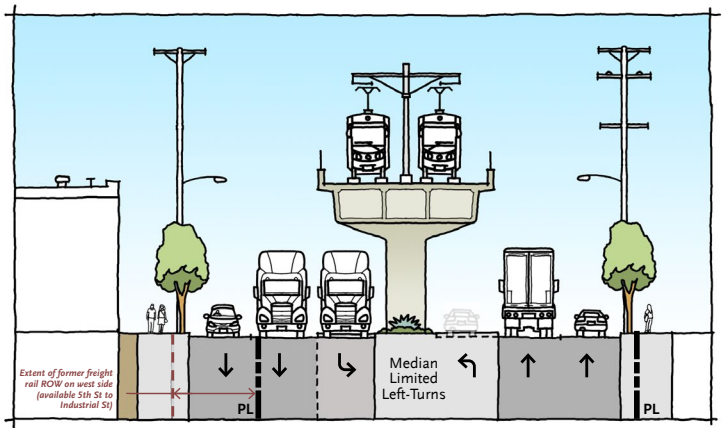
Key Plan



1 *Figure ES-11*

Alameda St - 4th St to Olympic Bl

Looking North



Design Option
Extended Alameda Aerial Median

Design Option: Extended Alameda Aerial Median would have a similar alignment as Concept 2 north of Bay Street and south of 14th Street. However, rather than transitioning From Alameda Street to McGarry Street, the Concept 2 Design Option would remain on Alameda Street south of Bay Street before transitioning west to Long Beach Avenue north of Olympic Boulevard (see Figures ES-13). This configuration was identified to avoid effects to stakeholders with access points along McGarry Street. Similar to Concepts 1 and 2, the Concept 2 Design Option would include an at-grade alignment underneath the I-10 freeway.

KEY DIFFERENCES

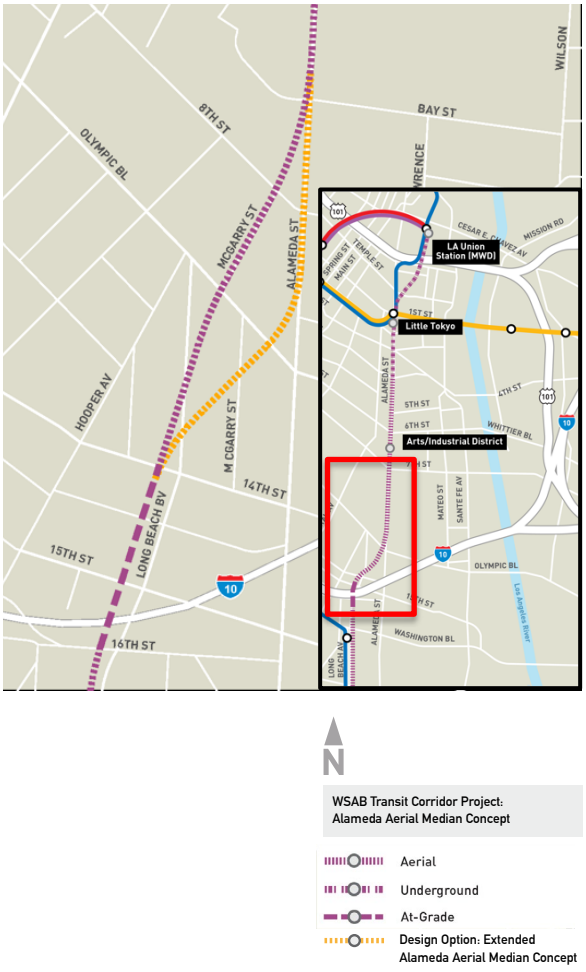
> Aerial alignment curves at Bay St southwest to cross over McGarry St south of Olympic Blvd.

> 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.

Figure ES-13

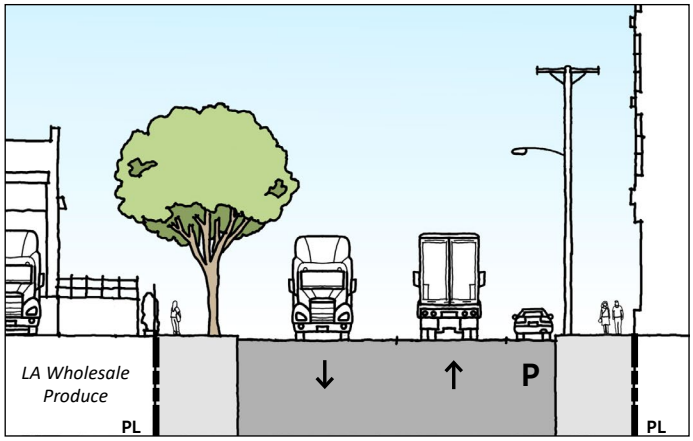
Design Option Alignment Plan



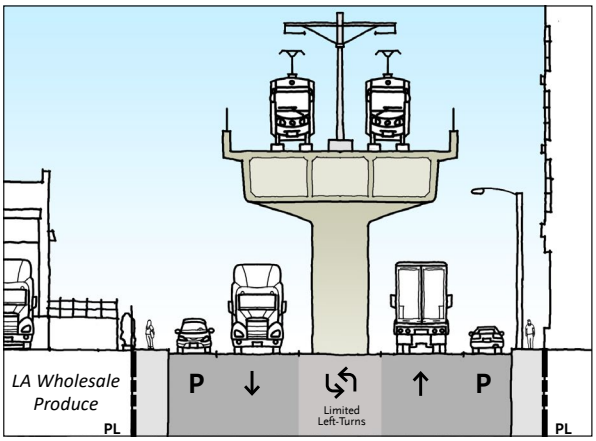
2

Figure ES-12

McGarry St - Existing
Looking North



McGarry St - Proposed Concept
Looking North



Station Refinements

This Study also re-explored the LAUS and Little Tokyo Station locations considered in the Draft EIS/EIR.

> LAUS: The Metropolitan Water District station option is being advanced at LAUS instead of the Forecourt station option due to higher ridership and fewer conflicts with other projects in the LAUS area (see Figures ES-14 and ES-15).

> Little Tokyo: The Little Tokyo Station (referred to as Design Option 2 in the Draft EIS/EIR) is being included for all concepts. The layout/configuration of the Little Tokyo Station portals were refined to provide improved connectivity to the Metro A Line and E Line on the west side of Alameda Street and to improve visual considerations on the east side of Alameda Street (see Figures ES-14 and ES-16).

Figure ES-14

Study Alignment

Key Plan



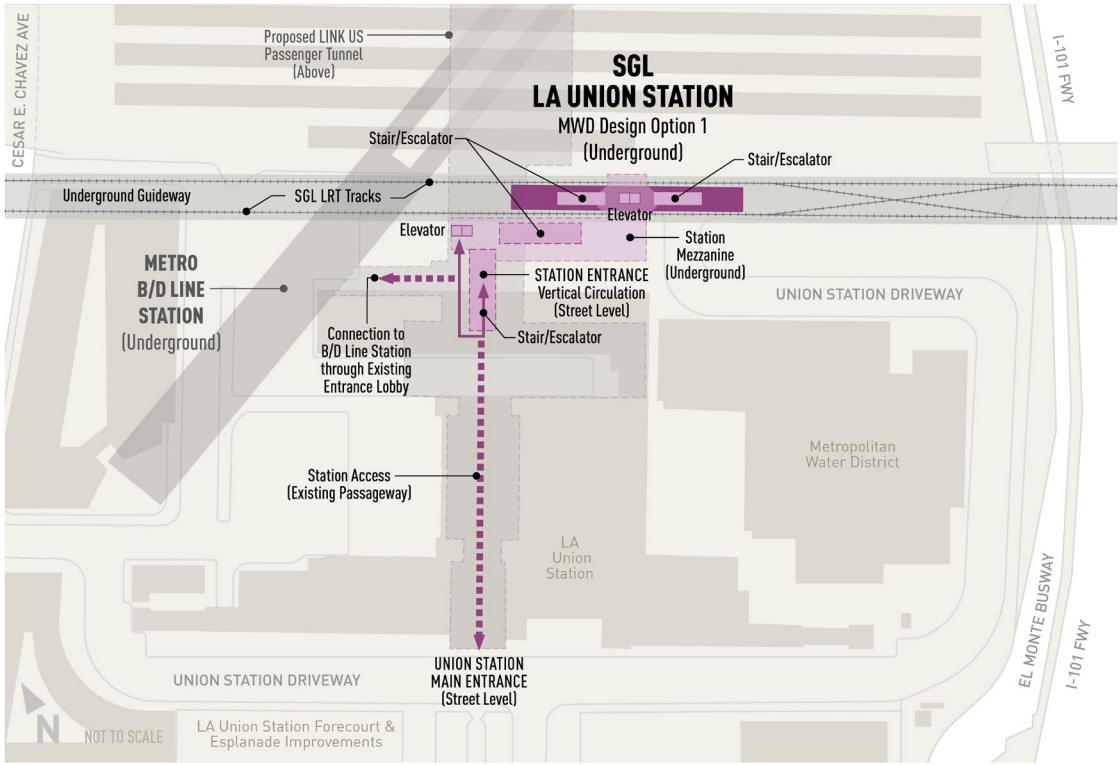
Note: Station locations remain consistent across all concepts (Concept 1 alignment is shown for reference only).

STAKEHOLDER INPUT ON STATION UPDATES

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 residences.

Figure ES-15

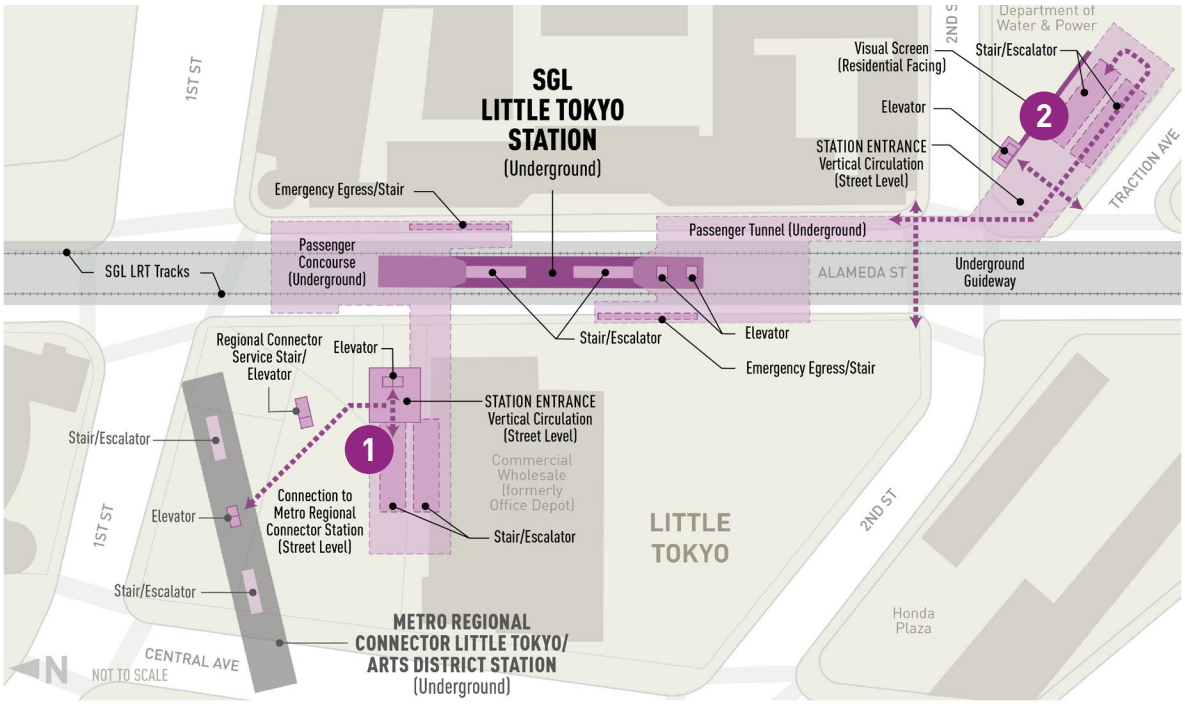
LA Union Station Access Plan Diagram



DEIS/DEIR Option 1 – MWD Station.

Figure ES-16

Little Tokyo Station Access Plan Diagram



Station layout and configuration refined based on stakeholder recommendations.

Stakeholder and Public Engagement

Throughout the development of this study, Metro has coordinated closely with stakeholders and the public to ensure that the design and recommendations reflect community input. This study details the extensive community outreach conducted in support of the study and summarizes feedback received from stakeholders.

In 2022 and 2023, Metro engaged with stakeholder working groups, individual stakeholders, and property owners along Alameda Street. Figure ES-17 summarizes the number of outreach activities conducted. Outreach efforts included setting up booths at community events, collaborating with community-based organizations (CBOs), hosting a study-specific community event, and participating in related SGL meetings supporting the Locally Preferred Alternative (LPA).

The outreach section highlights the key themes and trends identified from community input and preferences shared during stakeholder meetings and property owner briefings regarding underground versus aerial configurations. Some discussions resulted in "No Preference" or no clear consensus; however, the data indicates broad support for an underground alignment. Notably, no stakeholders explicitly favored an aerial configuration over an underground option.

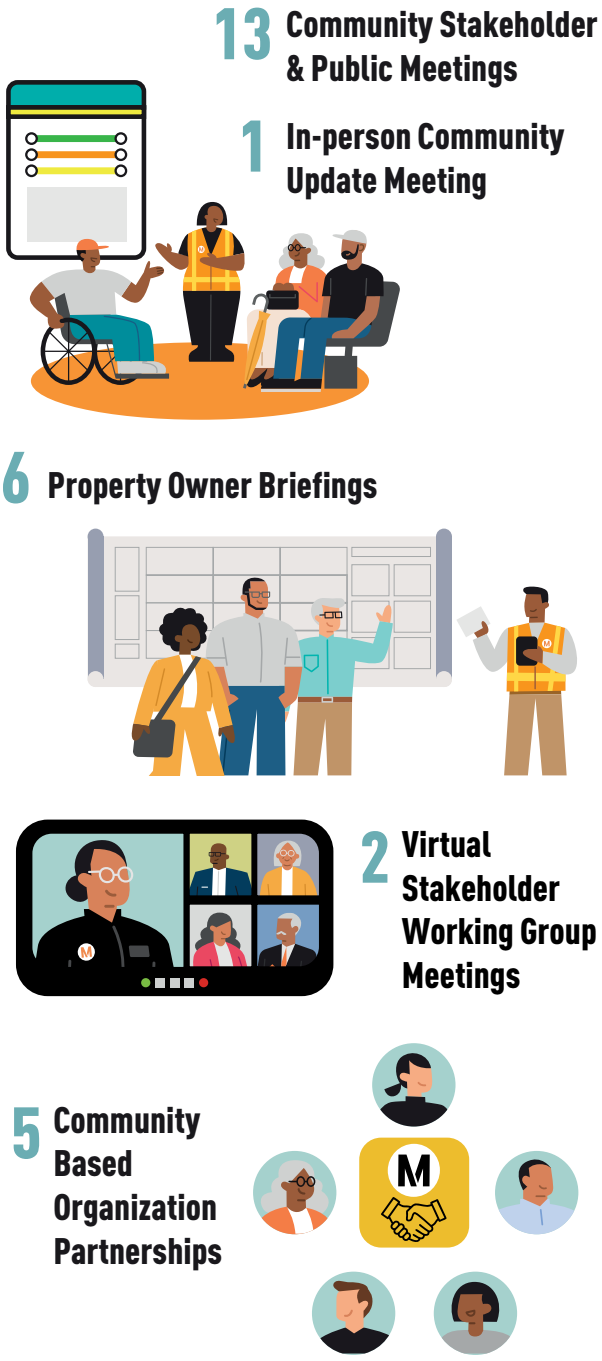
Additional feedback from forums, such as the public community meeting held on July 19, 2023, aligns with these findings. Key topics were raised by stakeholders, property owners, and the public through various channels, including meetings, briefings, letters, and comment cards–common concerns focused on potential business impacts, noise and vibration, urban design, and visual effects (see Figures ES-18 and ES-19).

KEY OUTREACH FINDINGS

Outreach efforts consistently revealed strong community support for an underground light rail configuration. Stakeholders and property owners expressed clear preferences for minimizing visual and noise impacts, preserving urban design aesthetics, and reducing disruptions to businesses. These preferences, combined with the absence of support for an aerial alignment, underscore the community's alignment with Metro's proposed underground alternative.

Figure ES-17

Outreach Activities



Community Stakeholders Engaged

ORGANIZATION NAME
> Arts District Business Improvement District*
> Avalon Bay Communities
> Continuum Partners
> Downtown Industrial Business Improvement District Little Tokyo Community Council
> East End Studios
> El Pueblo De Los Angeles Commission
> Japanese American National Museum (JANM) Board*
> Little Tokyo Business Association*
> Little Tokyo Historical Society*
> Little Tokyo Stakeholder Meeting
> Little Tokyo Towers*
> LA Cold Storage
> LA Wholesale Produce
> Los Angeles River Artists and Business Association and Business Association
> Solutions Alameda Coalition**
> The ROW (Atlas Capital)
> Youngs Holdings

* Included in CBO Partnership

** Organization formed to work with Metro and identify alternative funding sources in support an underground alignment.

Figure ES-18

Alignment Preference

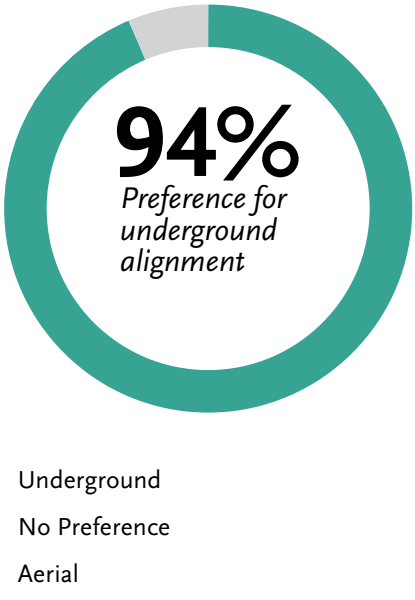
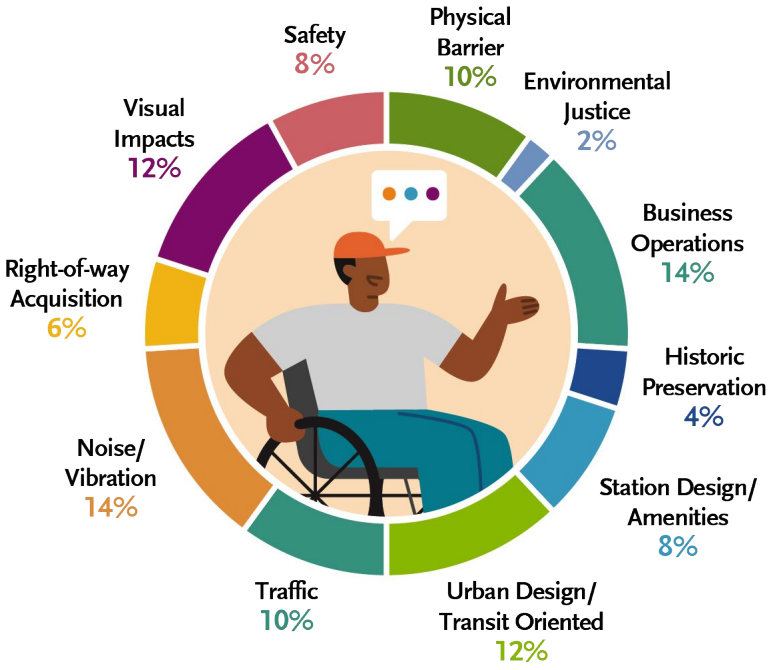


Figure ES-19

Stakeholder Comment and Community Topics



Key Findings

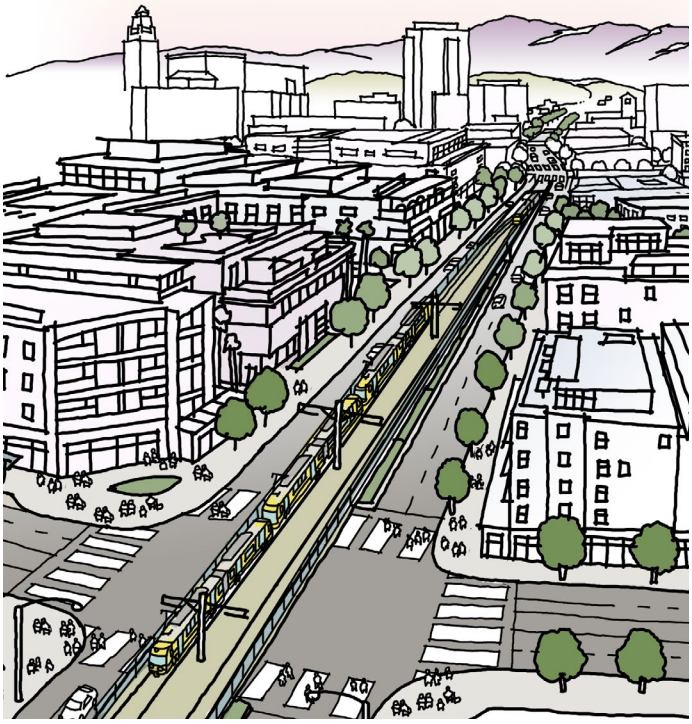
The Study evaluated two alignment concepts, each with varying levels of engineering constraints, environmental considerations, cost savings, and public support; they are summarized as follows.

> **Concept 1: Draft EIS/EIR Underground Refined** would have similar constructability challenges and result in similar potential ROW acquisitions as Alternative 1 from the Draft EIS/EIR because of the similar alignment, including comparable underground construction required for the stations and alignment. Compared to Alternative 1, potential overhead utility conflicts would be reduced near the I-10 freeway due to the at-grade alignment under I-10 instead of an aerial structure over an active freeway. Concept 1 would not affect freeway access and would have a low potential to result in permanent street closures, effects on traffic circulation and on-street parking, operational noise and vibration effects, visual and aesthetics effects, and effects on planned bike facilities. Because Concept 1 would primarily be in an underground alignment, high levels of public support were received during the course of the Study. Based on a review of cost, funding, and schedule, it is anticipated that Concept 1 could open in 2053 and result in a four percent cost reduction compared to Alternative 1.

> **Concept 2: Alameda Aerial Median** would have fewer constructability challenges compared to Alternative 1 from the Draft EIS/EIR, with less underground construction required for the stations and alignment and an at-grade alignment under I-10 instead of an aerial structure over an active freeway, but it would require more potential ROW acquisitions and utility conflicts compared to Alternative 1. Concept 2 would have a greater potential for environmental effects compared to Alternative 1 given the alignment would be in an aerial configuration. Concept 2 would have no potential effects on freeway access and low potential effects from operational noise and vibration compared to Alternative 1. However, the aerial alignment would have a moderate potential for effects on street closures and traffic circulation, on-street parking, and visual and aesthetics; and a high potential for effects on planned bicycle facilities. Concept 2 received lower levels of public support compared to Concept 1 (see Figure ES-20). Based on a review of cost, funding, and schedule, it is anticipated that Concept 2 could open in 2041 and would result in a 17 percent cost reduction compared to Alternative 1.

Figure ES-20

Alameda Corridor Conceptual Birdseye Illustration



Note: This concept was presented to stakeholders and community members but was not supported due to its aerial configuration.

> **Design Option: Extended Alameda Aerial Median** would be similar to Concept 2, in terms of overall potential for effects, public support, and cost, funding, and schedule. However, some potential effects would occur in different locations compared to Concept 2: Alameda Aerial Median, particularly between Olympic Boulevard and 15th Street related to street closures and traffic circulation and on-street parking. The Concept 2 Design Option was developed and introduced through the stakeholder engagement process during this Study. Based on a review of cost, funding, and schedule, it is anticipated that the Design Option could open in 2041 and would result in a 17 percent cost reduction compared to Alternative 1.

Table ES-2. Environmental and Cost Considerations Comparison Summary

ALIGNMENT CONCEPTS	ENVIRONMENTAL CONSIDERATIONS						COST COMPARISON (BILLION)
	STREET CLOSURES, GRADE CROSSINGS, TRAFFIC CIRCULATION	FREEWAY ACCESS	ON-STREET PARKING	VISUAL AND AESTHETICS	NOISE/ VIBRATION	PLANNED BIKE FACILITIES	
Baseline Draft EIS/EIR Alternative 1 LA Union Station to Pioneer Station	●	●	●	●	●	●	> $8.0 B > $1.7 B per mile
Concept 1: Draft EIS/EIR Underground Refined	●	●	●	●	●	●	> $7.8 B > $1.6 B per mile > 4% reduction from Alternative 1
Concept 2: Alameda Aerial Median	◐	●	◐	◐	●	○	> $6.7 B > $1.4 B per mile > 17% reduction from Alternative 1
Concept 2 Design Option: Extended Alameda Aerial Median	◐	●	◐	◐	●	○	> $6.7 B > $1.4 B per mile > 17% reduction from Alternative 1

Potential for Effects: ● None or Low ◐ Moderate ○ High

INTERMEDIATE SLAUSON/A LINE AND LOS ANGELES UNION STATION CONNECTION

This Study includes discussion of potential additional bus connections between the Slauson/A Line Station to LAUS to serve SGL riders along Alameda Street during the time between completion of the LPA and the extension of the LRT alignment to LAUS. An intermediate bus connection between the Slauson/A Line Station and LAUS would likely travel north-south along Alameda Street, serving the potential station areas of the Arts/ Industrial District Station, Little Tokyo Station, and LAUS. In addition to the intermediate bus service between the Slauson/A Line Station and LAUS, SGL riders may transfer at the Slauson/A Line Station to the A Line to reach LAUS via the Regional Connector.

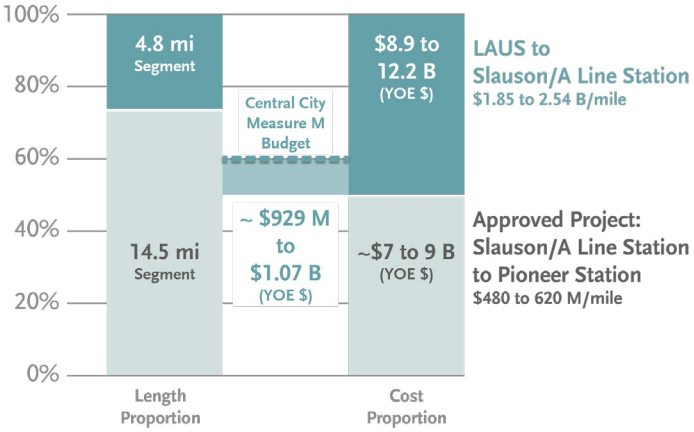
Other Schedule and Cost Considerations

At the time of the Study, the capital cost year of expenditure (YOE) timeline was based on the Measure M timeline of 2041 (see Figure ES-22). Based on the conceptual design and cost estimates developed for Concept 2: Alameda Aerial Median under this Study, a delivery acceleration of the Slauson/A Line to LAUS alignment could be feasible compared to a primarily underground alignment. However, the Project is unlikely to be funded without a federal funding agreement. Given the high volume of competitive Metro projects applying to the FTA New Starts program such as the Southeast Gateway Line LPA, E Line Eastside Extension, and Sepulveda Transit Corridor, the anticipated opening year for Concept 2: Alameda Aerial Median is no sooner than 2048.

The opening year of 2048 assumes successful and timely state and federal grant awards, as well as the availability of anticipated Metro sales tax funding. Concept 1: Draft EIS/EIR Underground Refined has a projected completion date of 2053 (see Figure ES-22). Based on the updated timeline of 2053 and 2048, the cost of Concepts 1 and 2 would be $12.2 B to $8.9 B (YOE $). The cost per mile for Concepts 1 and 2 would be approximately $2.54 billion to $1.85 billion, compared to the Approved Project cost of $480 to $600 million per mile, as shown in Figure ES-21.

Figure ES-21

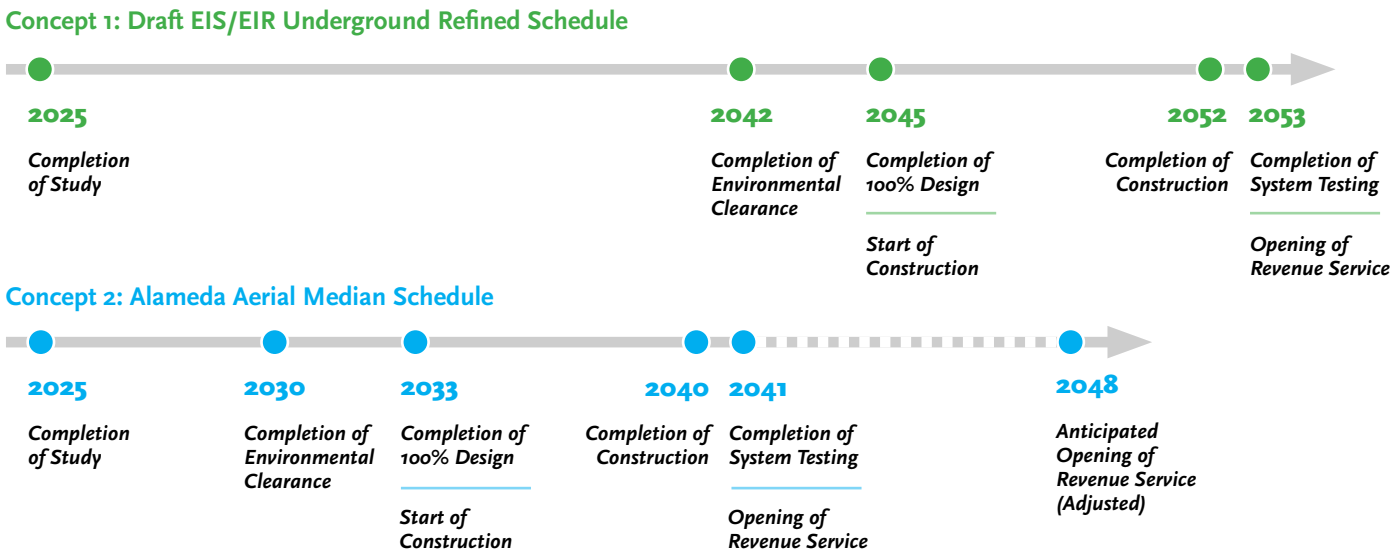
LAUS to Slauson/A Line Station Cost Compared to the Locally Preferred Alternative



Note: The 2016 Measure M Expenditure Plan identified $400 M (2015 $) for the Central City area of SGL.

Figure ES-22

Opening Year Schedule Comparison



Note: Schedule is dependent on identification of funding and is subject to change. Concept 2 Design Option: Extended Alameda Aerial Median is assumed to have a similar schedule as Concept 2: Alameda Aerial Median, due to similar cost and construction complexity. Metro assumes 2 to 2.5 years for CEQA-only clearance and 1 to 1.5 years for NEPA-only clearance after completion of CEQA clearance. Time frames are subject to change depending on the number of alternatives advanced into the environmental process and if the CEQA and NEPA processes are sequential or concurrent.

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Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2022-0023, **File Type:** Motion / Motion Response **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2022

Motion by:

DIRECTORS HAHN, SOLIS, GARCETTI, MITCHELL, AND DUTRA

West Santa Ana Branch Transit Corridor Project Motion

The West Santa Ana Branch is the next major Measure M transit construction project set to advance to engineering and construction, with completion of the final environmental document anticipated in early 2023.

Once fully completed, this 19-mile light-rail line will provide a one-seat ride connecting the City of Artesia with Union Station in Downtown Los Angeles, traversing a dozen more cities along the way. Nearly the entire alignment runs through Metro-defined Equity-Focused Communities and the CalEnviroScreen's SB 535-defined "Disadvantaged Communities."

One of the Board of Directors' four "Pillar Projects" (February 2019), the West Santa Ana Branch has had an aspirational completion date no later than the 2028 Olympic and Paralympic Games. With those games set to take place six years from now, that completion date appears unlikely; but of the four pillar projects, the acceleration of this one would benefit the most underserved communities.

Metro staff's recommended approach, while advancing the West Santa Ana Branch toward funding and construction, also commits to a timeline that should be further accelerated. The project needs to do more for future riders of the initial operating segment as well as those on other Metro services that would be affected by this new line.

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra that the Board adopt as policy that the full West Santa Ana Branch project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

In order to ensure this full completion of the West Santa Ana Branch, WE FURTHER MOVE that the Board direct the CEO to:

A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;

B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;

C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:

a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);

b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of $330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;

D. As part of the additional study of the Slauson to Union Station segment, include the following:

a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;

b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;

E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;

F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;

G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,

H. Report back to the Board in April 2022 with updates on all of the above items.



Slauson/A Line to LA Union Station Study 2025-0106

SOUTHEAST GATEWAY LINE

Metro

January 2022 Board Action

> **1-seat ride:** Project deemed “complete” when 1-seat ride connects Artesia to Union Station

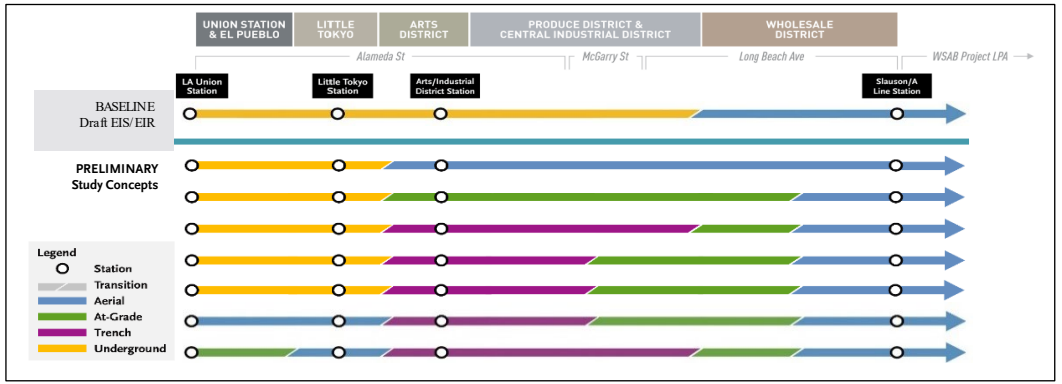
> **Cost-competitive Alignment:** Additional study of ‘LA Union Station (LAUS) to Slauson/A Line Segment’ to be more cost-competitive:

- 4.5-mile segment along Alameda Street to LAUS
- 3 stations: Union Station, Little Tokyo, Arts/Industrial District

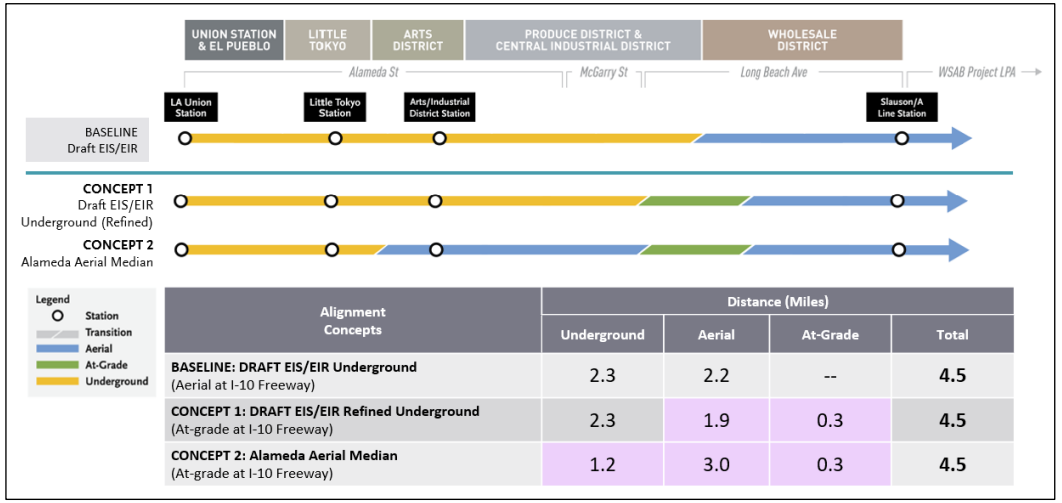


LAUS to Slauson/A Line Study: Concepts

> **Preliminary Concepts Explored:** Included a combination of at-grade, aerial, trench, and underground



> **Narrowed down Concepts:** Based on stakeholder feedback and technical considerations such as right-of-way and operational constraints



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 Refined Underground (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**

LAUS Segment: Updated Capital Cost & Timeline

LAUS Segment (presented to stakeholders/community)*

> **Capital Cost:**
- Concept 1 (Refined Underground): $7.75 billion (YOE$)
- Concept 2 (Alameda Aerial Median): $6.72 billion (YOE$)

Updated Timeline and Cost

> **Updated Timeline: <u>2053 for Concept 1 and 2048 for Concept 2 Opening</u>** (Long Range Transportation Plan Financial forecast)
- Considering existing New Starts federal grant needs for the SGL Approved Project, Eastside Extension, Sepulveda Pass projects, and
- Includes optimistic assumptions regarding Federal grant awards, State SB-1 and other state grant awards, and Metro's ability to secure eligible sales tax funding for operations

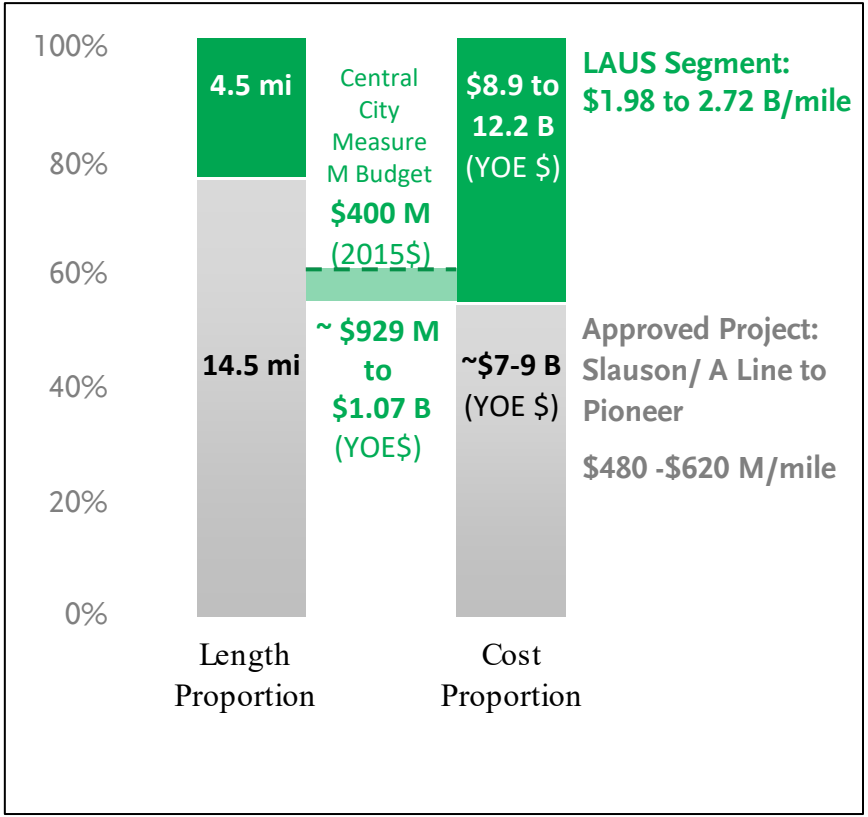
> **Updated Capital Cost**
- Concept 1: $12.2 billion (YOE$)
- Concept 2: $8.9 billion (YOE$)

	Concept 1	Concept 2
Capital Cost* (YOE $)	Timeline 2041* $7.75 B	Timeline 2041* $6.72 B
Updated Capital Cost (YOE $)	Timeline 2053 $12.2 B	Timeline 2048 $8.9 B

*Staff informed community/stakeholders that based on the funding capacity an updated cost & schedule will be prepared before Metro Board consideration of alignment concept(s) to advance into environmental, design, etc.

High-cost and limited funding

- **High-cost and limited funding**
  - High cost per mile is $1.98 to $2.72 B/mile
  - Measure M (Central City subregion)
  - Cost estimate far exceeds the currently programmed funding
- **Other funding sources: Enhanced Infrastructure Financing District (EIFD) Study**
  - Staff will continue to collaborate with City & County,
  - City/County has not yet committed to EIFD formation, nor has a timeline been established for creating the EIFD
- Metro will actively seek opportunities to accelerate the project should favorable changes in revenue or processes arise.



Next Steps

- **Secure Full Funding Grant Agreement (FFGA):**
  - Securing FFGA for the Approved Project remains a top priority, with a target of Q1 2027, enabling the start of LAUS segment work.

- **Establish EIFD and Secure Commitment:**
  - Staff will collaborate with the City and County of Los Angeles to establish the EIFD and secure their funding commitment for SGL.
  - Once the City and County demonstrate sufficient commitments to establish an EIFD, and initial funding agreements are secured for Metro staffing and consultant support, then, with Board approval, additional studies for project development, environmental clearance, and advanced design can be initiated.