

We're planning new rail to connect downtown LA to Southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR
Overview Fact Sheet



Metro

Project Overview

Metro is evaluating a new light rail transit line that would connect downtown Los Angeles to southeast LA County, serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

The West Santa Ana Branch (WSAB) Transit Corridor Project is a 20-mile corridor that is undergoing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) process to prepare the corridor for light rail use. The project's name originates from the southern portion of the route south of the Metro Green Line that follows an old street car alignment known as the West Santa Ana Branch Corridor.

The project area is home to 1.2 million residents and a job center to approximately 584,000 employees. Projections show an increase in the resident population to 1.5 million and jobs to 670,000 by 2040. 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 constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line and the LA County regional transit network. Per the Measure M Expenditure Plan, the project is anticipated to break ground in 2022.

Background

Studies were initially conducted to analyze opportunities to connect Los Angeles and Orange Counties along a 34-mile long corridor from Union Station in LA County to the City of Santa Ana in Orange County. In February 2013, Southern California Association of Governments (SCAG) approved the Alternatives Analysis (AA) Study of the corridor and recommended the Light Rail Transit (LRT) alignment as the preferred transit mode and two northern alignment alternatives (West Bank 3 and East Bank) for further consideration.

In 2015, Metro conducted a Technical Refinement Study (TRS) building upon the analysis and recommendations from the SCAG AA and with a focus on the LA County segment of the Pacific Electric Right-of-Way (ROW)/WSAB corridor. In September 2015, based upon the West Bank 3 alternative, four new northern alignment options (Pacific/Alameda, Pacific/Vignes, Alameda, and Alameda/Vignes) were identified as part of the TRS. The TRS provided updated capital cost and ridership forecasts, as well as analyzed specific challenges identified in the SCAG AA for the LA County segment. In April 2017, Metro released the Northern Alignment Options Screening Report, which analyzed the six alignment options for the northern portion of the project (Union Station to the City of Huntington Park) identified in the SCAG AA and Metro TRS, to determine how well each option met the goals and objectives of the project. Upon review, the Metro Board of Directors approved carrying forward the four Northern Alignment Options identified in the TRS for environmental study and initiating the scoping process for this project.

Project 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. Ensure Equity

Environmental Process

The WSAB Transit Corridor Project's development 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 flow chart below highlights the major milestones in the process from beginning to end. The project is currently in the Draft EIS/EIR study phase.

The issues identified in the TRS will be further analyzed, mitigation measures identified, and community input gathered, incorporated and used to select a Locally Preferred Alternative (LPA). During the environmental process, public scoping meetings and hearings will take place along the corridor to engage the community, solicit input and address questions.



ONGOING PUBLIC PARTICIPATION

**Timeline subject to change.*

Project Map



- Arts District Station Options**
- 1 Alameda/Vignes
 - 2 Pacific/Vignes
 - 3 Pacific/Alameda

- Existing Metro Service & Station
- Metro Silver Line & Station
- Regional Connector (under construction)
- West Santa Ana Branch Proposed**
- Station
- Pacific/Alameda
- Pacific/Vignes
- Alameda
- Alameda/Vignes
- San Pedro Branch (owned by Ports of LA and Long Beach)
- Pacific Electric Right-of-Way (owned by Metro)

Subject to Change 17-2580 © 2017 LACMTA

Study Corridor Area At-A-Glance

- > 98 square miles
- > 20 individual cities, plus unincorporated LA County
- > 1.2 million people currently reside in the study area, with 1.5 million residents projected in 2040
- > 584,000 jobs are currently located in the study area, with 670,000 jobs projected in 2040
- > Population and employment densities are five times higher than LA County
- > Estimated weekday boardings range from 52,000 to 75,000

Project Alternatives

There is only one project alternative being considered between the Southern Terminus at the proposed Pioneer Station in the City of Artesia and the proposed Florence/Salt Lake Station in the City of Huntington Park. However, the remaining northern portion currently has four alignment options from the Florence/Salt Lake Station to the Northern Terminus at Union Station in downtown LA:

- > Pacific/Alameda (7.4 miles)
- > Pacific/Vignes (7.2 miles)
- > Alameda (8.0 miles)
- > Alameda/Vignes (8.1 miles)

In addition, the project will evaluate an optional station at Bloomfield Av (just north of the LA County-Orange County boundary) in the event that the WSAB line was to be extended to Orange County in the future.



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. Public Scoping Meetings will be held in June 2017. The Draft EIS/EIR is anticipated to be circulated in late 2018 and will include public hearings and an official comment period.

Contact Us

Please use the following contact tools to access additional project information, ask questions or provide comments.

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