

Draft Environmental Impact Study/Report released for West Santa Ana Branch Transit Corridor

BY [STEVE HYMON](#) , [JULY 30, 2021](#)

UPDATE, Aug. 9: The public review and comment period **has been extended through Tuesday, September 28**. Comments can best be submitted via the following methods:

- **Website:** metro.net/WSAB
- **Online comment form:** <https://metro.commentinput.com/comment/index?id=GtJAg>
- **Mail:** Ms. Meghna Khanna, Project Manager, Metro, One Gateway Plaza, Mailstop: 99-22-7, Los Angeles, CA 90012

Metro has also added three new virtual community information sessions being held on August 16, 21, and 26 to provide an opportunity for a dialogue on the these topics: 1) Property acquisitions, the relocation process and timing, and; 2) Traffic, noise and safety.

These virtual meetings are meant to provide one-on-one dialogue and answer general questions. Official public comments will not be collected during these meetings.

Virtual Community Information Session #1: Property Acquisitions, Relocation Process and Timing

Monday, August 16th, 2021

5 p.m. to 7 p.m.

Zoom Link: tinyurl.com/hb9zw3ep

Call-In Number: 213.338.8477

Meeting ID: 833 4506 4455

Intérprete en español

**Virtual Community Information Session #2: Traffic, Noise and Safety
Saturday, August 21st, 2021**

10 a.m. to Noon

Zoom Link: tinyurl.com/y84rdaap

Call-In Number: 213.338.8477

Meeting ID: 996 2656 0726

Intérprete en español

**Virtual Community Information Session #3: Property Acquisitions, Relocation Process and
Timing
Thursday, August 26th, 2021**

10 a.m. to Noon

Zoom Link: tinyurl.com/6y2up3nh

Call-In Number: 213.338.8477

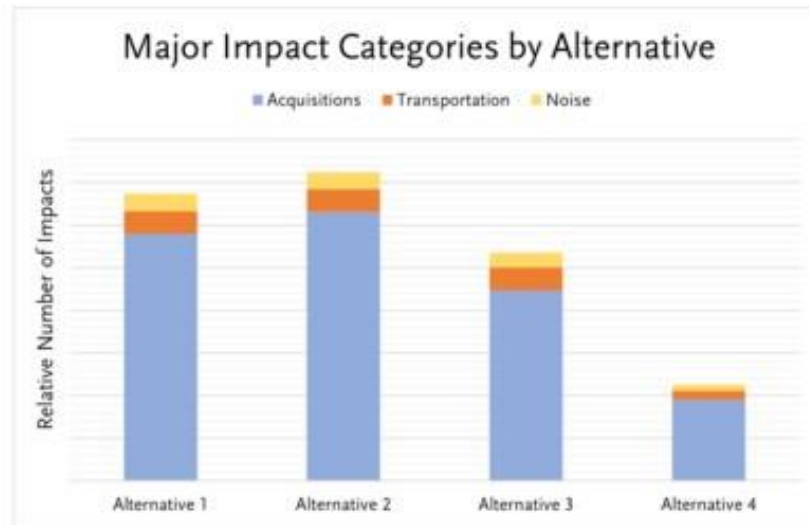
Meeting ID: 872 5853 7996

Intérprete en español

Here's the original post:

Metro has released the Draft Environmental Impact Statement/Report (DEIS/R) for the West Santa Ana Branch Transit Corridor (WSAB) project, a planned light rail line that would connect southeast Los Angeles County to downtown Los Angeles. The entire report [is available here](#).

Project Impacts by Alternative



Notes:

- Does not include design option impacts or MSF option impacts.
- The number of acquisition impacts includes permanent property acquisitions and construction-related acquisitions.
- The number of transportation impacts includes at-grade grade crossings and intersections adversely affected by the project.
- The number of noise impacts includes residential areas with adverse noise effects.



This new rail line would run through or be adjacent to Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone and DTLA. The southernmost part of the rail line, south of Paramount, would be built along the old West Santa Ana Branch streetcar route on land that Metro acquired years ago and owns.

The DEIR/S released today looks at the project's potential impacts including land acquisitions, transportation (i.e. traffic and parking) and noise — and potential mitigations for those impacts.

Metro is gathering public input over the next 45 days on the report with three virtual meetings scheduled in August. See below for details on how to attend, as well as info on how to submit your comments to Metro on the report.

There are four alternatives for the project's route that are studied in the report — see the above map. Other key details on the alternatives from the report:

Table S.1. Summary of Build Alternative Project Components

Project Components Alternatives	Build Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Alignment length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations configurations	11 3 aerial; 6 at-grade; 2 underground ¹	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking facilities	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	4 (up to approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ²	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ²	12.2 miles at-grade; 2.6 miles aerial ²	5.6 miles at-grade; 1.0 mile aerial ²
At-grade crossings	31	31	31	11
Elevated street crossings	25	25	15	7
Freight crossings	10	10	9	2
Freeway crossings	6 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	6 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	4 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	3 (2 freeway undercrossings ³ at I-605, SR-91)

Project Components Alternatives	Build Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
River crossings	3	3	3	1
Radio towers	2	2	0	0
TPSS facilities	22 ¹	23	17	7
MSF site options ⁴	2	2	2	2
Capital cost (2020\$) with MSF ⁵	\$8.5 billion – \$8.8 billion	\$9.2 billion – \$9.5 billion	\$4.9 billion – \$5.1 billion	\$2.3 billion – \$2.6 billion

Source: Prepared on behalf of Metro in 2021

Notes: ¹ Under Design Option 2 – Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1.

² Alignment configuration measurements count retained fill embankments as at-grade.

³ The light rail tracks crossing beneath freeway structures.

⁴ Only one maintenance and storage facility would be constructed.

⁵ Costs range from the low end (with the Bellflower MSF site option) to the high end (with the Paramount MSF site option). The cost ranges include the cost of Design Option 1. Costs for Design Option 2 are not included and may differ from Design Option 1. MSF = maintenance and storage facility; TPSS = traction power substation

The Metro Board will ultimately select the route — known as the “locally preferred alternative” in government speak. Both federal and state environmental law recommends an agency select a preferred alternative and Metro staff at this time are recommending Alternative 3. After the DEIS/R is circulated, public comments will be analyzed by Metro staff to determine if Alternative 3 should be recommended to the Board as the Locally Preferred Alternative.

The Metro Board is made up of elected officials from across L.A. County and the Board can choose to modify the staff recommendation or select another alternative as the LPA if they decide that would best serve the public and meet the project’s purpose and need.

Metro has about \$4 billion from Measure M — the sales tax approved by L.A. County voters in 2016 — and other sources to build the project to downtown and the agency is exploring whether the project could be built as a partnership between the public and private sectors. The updated cost estimates exceed Measure M funding.

Community members are encouraged to visit the project website (metro.net/wsab.net) to view, download and comment on the Draft EIS/EIR. A complete list of locations where the printed document can be found is also listed on the project website. The public review and comment period will extend from Friday, July 30, to Monday, September 13. Comments can be submitted via the following methods:

- **Website:** metro.net/WSAB
- **Online comment form:** <https://metro.commentinput.com/comment/index?id=GtJAg>
- **Mail:** Ms. Meghna Khanna, Project Manager, Metro, One Gateway Plaza, Mailstop: 99-22-7, Los Angeles, CA 90012

Please note that comments received outside of that 45-day timeframe are not considered “official comments,” but are still valuable for project development and will be reviewed by the project team.

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. To help support the Draft EIS/EIR, an online interactive tool has been developed to help understand the project, view the Draft EIS/EIR and maps and learn about the proposed alternatives. Visit MetroWSAB.com.

Here are the details on the virtual meetings:

Thursday, August 19, 2021

6 p.m. to 8 p.m.

Zoom Link: tinyurl.com/3f88s7hf

Call-In Number: 213.338.8477

Meeting ID: 980 0887 2988

Intérprete en español

日本語通訳

한국어 통역사

Tuesday, August 24, 2021

Noon to 2 p.m.

Zoom Link: tinyurl.com/4asvr4pz

Call-In Number: 213.338.8477

Meeting ID: 986 2612 6175

Intérprete en español

Saturday, August 28, 2021

10 a.m. to Noon

Zoom Link: tinyurl.com/4df3b3rk

Call-In Number: 213.338.8477

Meeting ID: 986 4545 5706

Intérprete en español

ADA accommodations and translations are available by calling 323.466.3876 or California Relay service at 711 at least 72 hours in advance. To learn more about the project visit the project website or call the helpline at 213.922.6262.