

## **Proposed LPA Recommendation from the WSAB City Manager Technical Advisory Committee**

With the certainty of construction of the WSAB Transit Corridor Project, the availability of Measure M funding and a once-in-a-generation Federal funding opportunity, the WSAB City Managers TAC have consistently supported the development of Alternative 1 (Los Angeles Union Station to Pioneer Station in Artesia). It would be a tremendous disservice to the Gateway Cities Subregion's communities and the Los Angeles region at large, and an incredibly missed opportunity, for provision of any rail line short of connecting the Gateway Cities and Downtown Los Angeles.

However, understanding the increasing construction costs, the immediate availability of Measure M funding, and the strong potential for Federal funding for this project, the WSAB City Manager TAC supports Alternative 3 (Slauson Station to Pioneer Station) as the first phase of the WSAB project, with the following conditions:

That the Los Angeles County Metropolitan Transportation Authority (Metro) commit to –

- Fund and direct staff to initiate and complete the necessary studies to make the City of Los Angeles Segment (Slauson Station to Union Station) ready for construction by 2024.<sup>1</sup>
- Fund and build the final phase of the WSAB Transit Corridor Project from the Slauson Station to Los Angeles Union Station by 2031, possibly to allow continuous construction of the light rail line, and to ensure timely provision of this much-needed light rail line given the significant demand for public transit and regional connectivity in the Gateway Cities Subregion.
- Direct staff to make the Measure M Subregional Equity Funds identified for the Gateway Cities Subregion are available for the WSAB Transit Corridor's cities to use in meeting their 3% Local Contribution Obligations.

This recommendation is based on the following key reasons –

- The City of Los Angeles segment is not ready for construction.
- Not moving ahead with the first phase of the WSAB Project puts once-in-a-generation Federal funding at risk for the whole project.
- Need for the public investment and jobs created to help the Gateway Cities Subregion recover from pandemic-related economic impacts.
- Alternative 3 delivers 77% of the WSAB Project or 14.8-miles of much-needed regional rail connectivity for the Gateway Cities Subregion with construction starting by 2023.



## **Locally Preferred Alternative Recommendation**

**WSAB City Manager Technical Advisory Committee Work Session**

**November 1, 2021**

# LPA Recommendation

## **The City Manager TAC is being asked to develop an LPA recommendation –**

- To be submitted to the Gateway Cities –
  - COG Transportation Committee
  - COG Board
- The COG Board may choose to agree with or revise our recommendation.

## **Why the COG Board?**

- The City Manager TAC was established by the COG Board to advise them on the WSAB Project by providing –
  - City Manager-level input on WSAB Project decisions.
  - Input to Metro Board decisions through Fernando Dutra who is Chair of the COG Transportation Committee and a COG Board Member, and the Metro Board member representing the Gateway Cities.

# LPA Decision

The Locally Preferred Alternative (LPA) decision will be based on –

- **Meeting the project's purpose and need** – in this case, providing much needed high-capacity rail service and regional connectivity.
- **Environmental impacts and benefits** as identified in the Draft EIS/EIR.
- **Public, stakeholder and elected official input and support.**
- **Financial considerations**, including project cost and funding availability

**The LPA decision can include a single project alignment with identification of the phasing of the segments and the first segment to be built.**

After the Blue Line, all of Metro's Light Rail Transit projects have been built in 2-4 phases.

All of Metro's subway project have been built in 4-5 phases.

# Project Alternatives

**Four project alternatives were studied and evaluated in the DEIS/EIR –**

- **Two Full Project Alternatives – Alternatives 1 and 2** studied 19.3-miles of LRT service running from Downtown Los Angeles to Downtown Artesia (Pioneer Station) with two different terminus locations in Downtown Los Angeles.
- **Two Partial Project Alternatives –**
  - **Alternative 3** – studied a 14.8-mile project segment running through the Gateway Cities subregion from the Slauson/A Line Station to the Pioneer Station. This alternative includes Alternative 4.
  - **Alternative 4** – studied a 6.6-mile project segment running south from the I-105/C Line Station to the Pioneer Station.

# Project LPA Alternatives

## Two LPA construction scenarios are being discussed –

- **Single-phased project – Alternative 1** from Los Angeles Union Station through Downtown Los Angeles and the Gateway Cities Subregion to Downtown Artesia (Pioneer Station).
  - Alternative 1 had two Design Options for the northern terminus at Los Angeles Union Station, including a possible Little Tokyo Station.
- **Two-phased project** – Construct the WSAB Project in two segments –
  - **Initial Segment Alternative 3** – 14.8-mile project segment (77% of the total project) running through the Gateway Cities subregion from Slauson/A Line Station to Pioneer Station.
  - **Final Segment** – Complete project with a 4.5-mile segment running north from the Initial Segment terminus at the Slauson/A Line Station through Downtown Los Angeles to Los Angeles Union Station.

# Metro Staff LPA Recommendation

**Metro staff has recommended Alternative 3 for the Locally Preferred Alternative as the first phase of the WSAB Transit Corridor Project for Metro Board approval.**

- **The Metro Board LPA decision is scheduled for January 2022.**
- The Metro Board cannot approve an LPA without a project funding plan.
- Metro staff is preparing a WSAB Project funding plan and is anticipated to begin sharing the funding plan with Metro Board members in November/December.

# Proposed CM TAC Recommendation

To be provided as a separate handout.

# Reasons For Recommendation

Major reasons for supporting this recommendation include the following –

- **The City of Los Angeles segment is not ready for construction<sup>1</sup>.**
- **The Alternative 3 segment could be ready to enter the Federal funding process by Fall 2022.**

Not moving ahead with the first phase of the WSAB Project puts a once-in-a-generation Federal funding opportunity at risk for the whole project.

- **The public investment and jobs created by this rail project would help the Gateway Cities Subregion** recover from pandemic-related economic and employment impacts.
- **Alternative 3 delivers 77% of the rail project** – 14.8-miles of much-needed regional rail connectivity for the Gateway Cities Subregion with construction starting by 2023.

<sup>1</sup> Further study and approval of the Los Angeles segment is required and is projected to take 18-24 months. Starting the process in February 2022, the study may be completed by early to mid-2024.

# Next Steps

## **The City Manager TAC recommendation will be –**

- Forwarded to the COG Transportation Committee on November 3.
- Discussed in detail at the COG Transportation Committee and COG Board on December 1.