



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

SOUTHEAST GATEWAY LINE

January 2022 Board Action

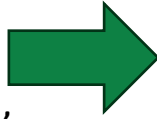
- > **1-seat ride:** Project deemed “complete” when 1-seat ride connects Artesia to Union Station
- > **Cost-competitive Alignment:** Additional study of ‘LA Union Station (LAUS) to Slauson/A Line Segment’ to be more cost-competitive:
 - 4.5-mile segment along Alameda Street to LAUS
 - 3 stations: Union Station, Little Tokyo, Arts/Industrial District



LAUS to Slauson/A Line Study: Concepts

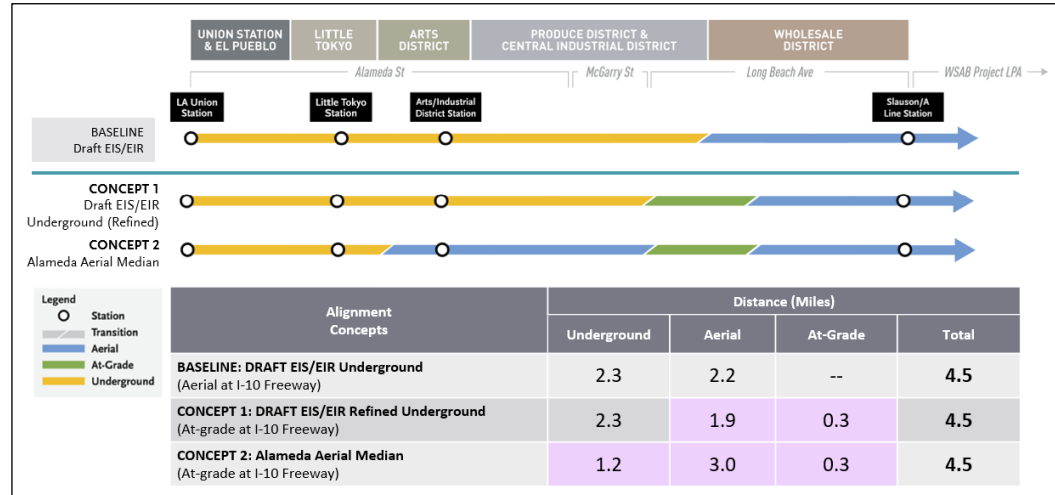
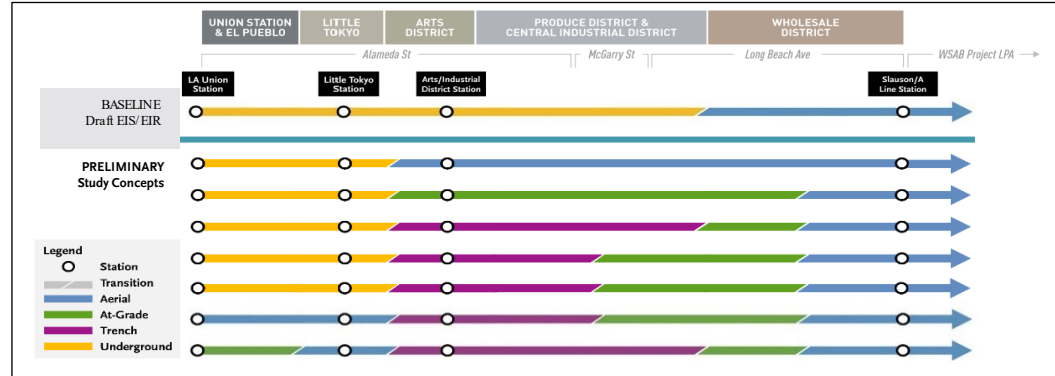
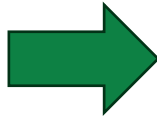
> Preliminary Concepts

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



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\$)

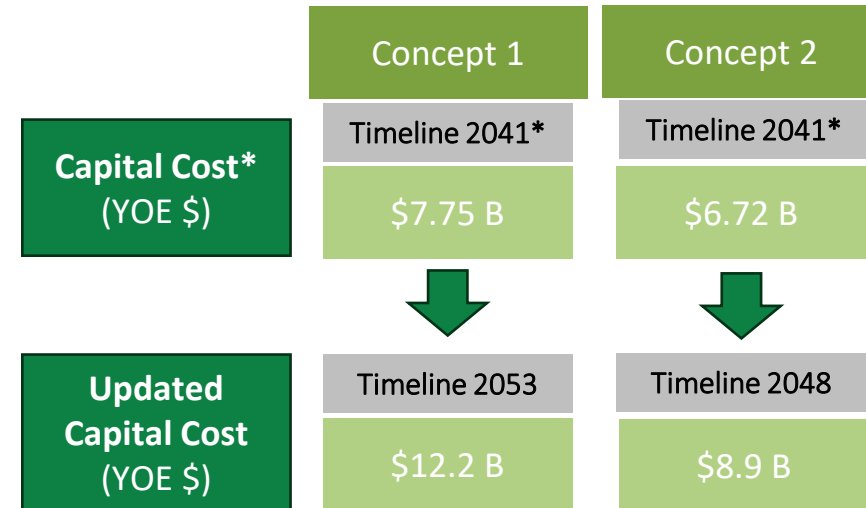
Updated Timeline and Cost

> Updated Timeline: 2053 for Concept 1 and 2048 for Concept 2 Opening (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\$)



*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

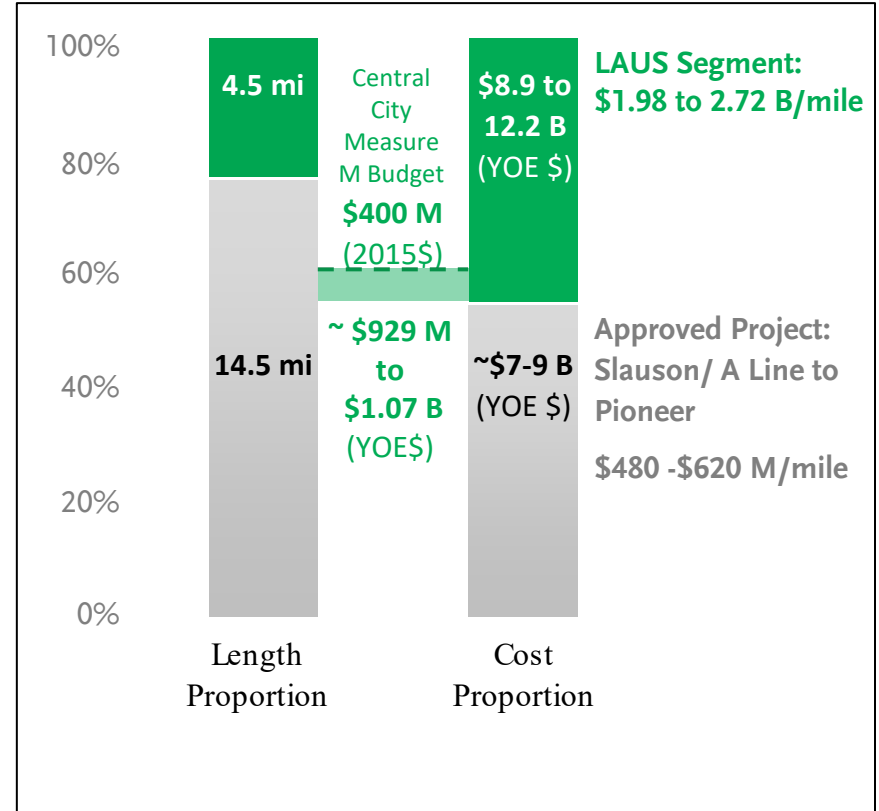
> High-cost and limited funding

- 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.