



Los Angeles County  
Metropolitan Transportation Authority

**Metro™**

**News**



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FOR IMMEDIATE RELEASE

### **Measure R, M and SB 1-Funded Transit Project**

## **L.A. Metro Board Approves Light Rail for East San Fernando Valley Transit Corridor Project**



Sylmar/San Fernando.

Marking a historic transit milestone for the San Fernando Valley, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved light rail as the official technology for the East San Fernando Valley Transit Corridor Project that will connect the Metro Orange Line Station in Van Nuys with the Metrolink Station in

The \$1.3-billion transit project — which is funded by Measure R and M voter-approved sales taxes as well as SB-1 gas tax funds — eliminates Bus Rapid Transit as an Option and will now move from the draft to the final environmental review stage. If the final environmental document is certified by the Metro Board of Directors early next year, construction could begin in 2021, with the rail line opening in 2027 ahead of the 2028 Olympic and Paralympic Games in the Los Angeles area.

Spanning 9.2 miles, the project will include 14 new stations and will travel in the median of Van Nuys Boulevard before turning northwest on Metro-owned rail right-of-way adjacent to San Fernando Road. Destinations that will be available along the line include the Van Nuys Civic Center, Van Nuys Amtrak/Metrolink Station, Panorama Mall, Van Nuys multi-residential housing, Arleta High School, downtown San Fernando and others. A one-way trip from end-to-end on the rail line is expected to take approximately 31 minutes.

The Board's action marks the planned return of street-level local stop rail service in the Valley. The Pacific Electric Red Cars discontinued service along portions of Van Nuys Boulevard back in 1952.

“The East San Fernando Valley Transit Corridor fulfills a promise to voters — a commitment to better connect communities throughout the Valley,” said Mayor Garcetti. “The Metro Board’s historic vote accelerates momentum toward our goal to give Angelenos the world-class public transportation they deserve.”

The Metro Board also approved the agency’s recommendation to build a rail yard to store and maintain Metro light rail vehicles across the street from the Van Nuys Amtrak/Metrolink Station. The yard will be located between Raymer and Keswick streets. The approved site contained the least community and economic impacts of any of the options Metro studied. The site also received the most community support.

“The East San Fernando Valley Transit Corridor Project presents a perfect opportunity to increase the Valley’s share of light rail,” said L.A. City Councilmember and Metro Board Member Paul Krekorian. “The existing Van Nuys Boulevard bus lines already accommodate the second highest number of transit riders in the entire San Fernando Valley, and we need to look to the future and construct a system that increases capacity and efficiency. The planned light rail along this corridor will go a long way toward achieving the kind of comprehensive public transit system that Valley residents overwhelmingly approved with Measure M.”

As part of its ongoing study, Metro will coordinate the rail line’s possible connections in Van Nuys with other planned transit projects, including the Metro Orange Line Improvements Project and the Sepulveda Transit Corridor Project. Other planned transit projects in the area include the North San Fernando Valley Bus Rapid Transit (BRT) Project, the North Hollywood to Pasadena BRT Corridor Project and the 2020 electrification of all Metro Orange Line buses. The Orange Line is planned to be converted to light rail by 2057 unless it can be delivered sooner via a public-private partnership.

“Metro has no less than five major transit projects planned to improve mobility in the San Fernando Valley in the near future,” said Metro CEO Phillip A. Washington. “We are delivering on our promise to Valley voters to dramatically increase their transit choices for traveling across town or across the region on Metro.”

Metro began its alternatives analysis for the project in 2010. Originally, 29 alternative routes and transit modes were studied. As Metro moved through the environmental process, those choices were narrowed to a single project that could be built with available funding. In 2016, Metro was able to secure additional Measure M funding and this year Metro received more than \$400 million for the project from SB-1, the state’s gas tax and vehicle fee transportation funding program that was approved by the Legislature and signed into law by Gov. Jerry Brown last year.

For additional project information, please visit [www.metro.net/eastsfvtransit](http://www.metro.net/eastsfvtransit).

### **About Metro**

Metro is a multimodal transportation agency that is really three companies in one: a major operator that transports about 1.4 million boarding passengers on an average weekday on a fleet of 2,200 clean air buses and six rail lines, a major construction agency that oversees many bus, rail, highway and other mobility related building projects, and the lead transportation planning and programming agency for Los Angeles County. Overseeing one of the largest public works programs in America, Metro is changing the urban landscape of the Los Angeles region. Dozens of transit, highway and other mobility projects largely funded by Measure R are under construction or in the planning stages. These include five new rail lines, enhanced bus operations, and numerous highway and local projects.

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