



East San Fernando Valley Transit Corridor

Shared Right-of-Way Study

PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 19, 2025



Metro

RECOMMENDATION

CONSIDER:

- A. **RECEIVING AND FILING** the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), Outreach Summary Report (Attachment B), Interim Terminus Parking Analysis (Northern Segment) (Attachment C);
- B. **AUTHORIZING** the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;
- C. **AUTHORIZING** staff to continue planning work on improvements related to Scenario 2, consisting of the following:
 - 1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL)
 - 2. Design and conduct environmental clearance of a new Pacoima Metrolink Infill Station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration
 - 3. Identify funds to program through a separate Board action for successful completion of the planned work



EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR



East San Fernando Valley LIGHT RAIL TRANSIT PROJECT



East San Fernando Valley SHARED RIGHT-OF-WAY (ROW) STUDY

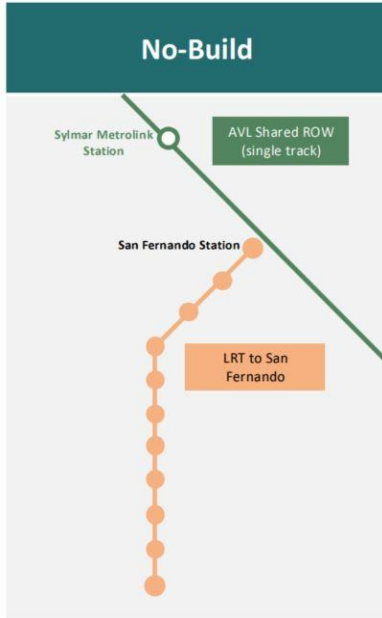


Characteristics & Assumptions of the ESFV Shared ROW Study

SCENARIO 1 Full Build of ESFV LRT			SCENARIO 2 ESFV LRT with New Metrolink Station		
LRT*	AVL**	UPRR	LRT*	AVL**	UPRR
20 x hr.	4 x hr.	1 x hr.	0 x hr.	4 x hr.	1 x hr.
					
					
					
					
					
					
					
					
					
					
					
					
25 trains per hour			5 trains per hour		

Scenarios Overview

No-Build

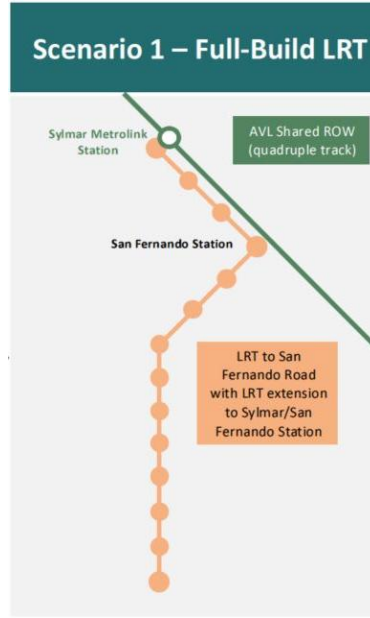


Ridership – 50,100

Costs: No Build

(Van Nuys LRT Only)

Scenario 1 – Full-Build LRT



Ridership – 62,900

Costs: \$1.2 Billion

- LRT Extension
- 3 new Stations
- Narrow ROW in San Fernando requires grade separations and real estate takings

Scenario 2 – ESFV IOS with Metrolink Station



Ridership – 58,300

Costs: \$200 Million

- New Pacoima Metrolink Station + Mobility Hub
- Metrolink Safety Improvements

Community Engagement

- > Overall, the responses reflect a community that values **safety, connectivity, and comfort**.
- > **Traffic congestion** remains a **major frustration**
- > **Pedestrian safety** is a **recurring priority**, suggesting a strong desire for walkable, human-centered infrastructure
- > **There's strong support for a mobility hub, with 3 in 4 (78%)** respondents noting that they would **very likely** or **somewhat likely** use the mobility hub
- > Metro held 13 stakeholder briefings, four pop-up events, three community meetings and two ESFV LRT community meetings reaching nearly 900 people



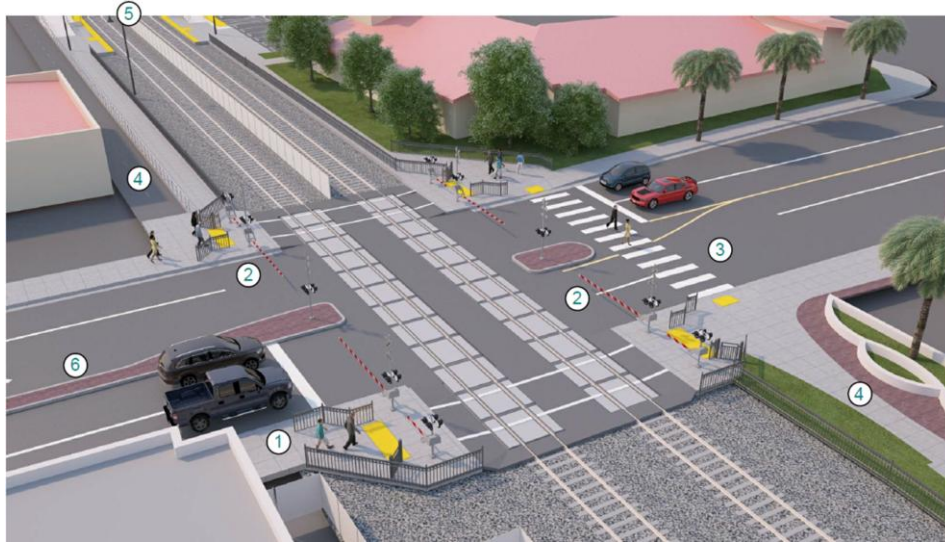
Resource Fair:

Conversaciones y Recursos (Conversations & Resources)

- 150 attendees (approx. 90% Spanish-speaking)
- Over 200 boxes of fresh produce distributed to event participants



Next Steps: Early Works & Pacoima Station Design



Railroad Crossing Safety Improvements

1. Pedestrian Safety Improvements
2. Four Quadrant Gate System
3. Crosswalk
4. Bike Path
5. Lighting & Signage
6. Raised Median



Pacoima Station Multimodal Strategic Planning Effort

1. Preliminary development and environmental clearance
2. Conceptual design of Pacoima Station
3. FLM Infrastructure and services
4. Pedestrian enhancements
5. Mobility Hub