

# Go Metro

## Los Angeles County Metropolitan Transportation Authority



**Metro is unique among the nation's transportation agencies. It serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. More than 9.6 million people – one-third of California's residents – live, work, and play within its 1,433-square-mile service area.**

Besides operating over 2,000 peak-hour buses on an average weekday, Metro also designed, built and now operates 87 miles of Metro Rail service. The Metro Rail system consists of the Metro Red/Purple Line subway system, and the Metro Blue, Expo, Green and Gold Lines. In total, the Metro Rail system serves 80 rail stations stretching from Long Beach to Downtown Los Angeles, Hollywood and the San Fernando Valley, from Culver City to East Los Angeles and Pasadena, from Norwalk to El Segundo, and all points in between. Under construction is the Expo Line Phase II which will stretch from Culver City to Santa Monica and the 11-mile Gold Line Foothill Extension from Pasadena to Azusa.

In addition to operating its own service, Metro funds 16 municipal bus operators and funds a wide array of transportation projects, including bikeways and pedestrian facilities, local roads and highway improvements, goods movement, Metrolink commuter rail, and the popular Freeway Service Patrol and Call Boxes.

Recognizing that no one form of transit can solve urban congestion problems, Metro's multimodal approach uses a variety of transportation alternatives to meet the needs of the highly diverse populations in the region. The "M" logo of Metro's System is the public symbol of this fully coordinated network.

Metro employs more than 9,300 people in a broad range of technical specialties and services ranging from Metro bus and Metro Rail operators and mechanics to construction engineers and safety inspectors, from transportation planning professionals to customer information agents.

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**Metro**

# East San Fernando Valley Transit Corridor Study Project

Metro and the Federal Transit Administration (FTA), in coordination with the cities of Los Angeles and San Fernando, are evaluating the feasibility of a major mass transit project that would operate in the center or curb-lane along Van Nuys Blvd from the Van Nuys Metro Orange Line to San Fernando Rd. From there the proposed alignment would proceed northwest along San Fernando Rd to the Sylmar/San Fernando Metrolink station – a distance of 9.2 miles.

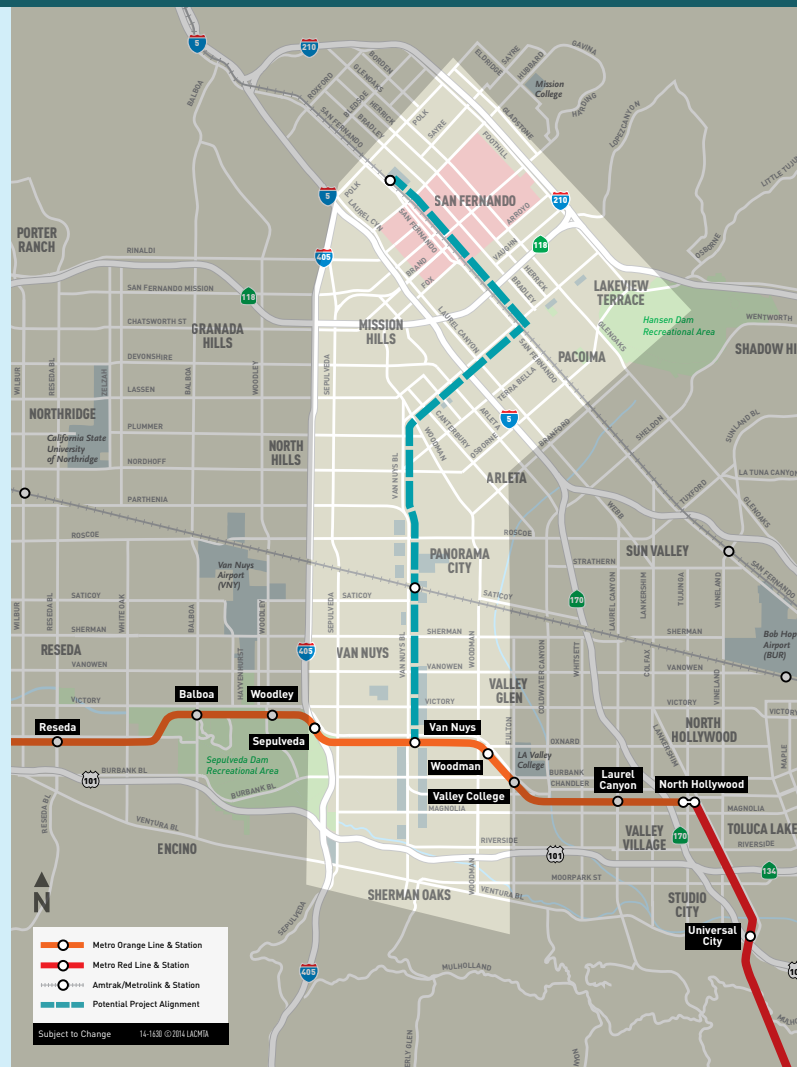
## Where We've Been

When the project began in 2011, 29 alternatives (i.e., routes and modes) were given consideration. After preliminary analysis and community feedback, in January 2013, an Alternatives Analysis (AA) Report recommended five initial build alternatives be studied further through the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) as required by federal and state laws. As a result of comments received at project scoping meetings and through a more in-depth corridor analysis, the study alternatives were refined throughout 2013 and 2014. Currently, there are two alternatives for dedicated bus rapid transit service and two for rail service, along with the federal and state required “no build” and “transportation systems management” alternatives.

Public participation has been a critical part of the study process and as such, Metro has hosted numerous community meetings to update residents, businesses, elected officials and stakeholders on the study progress and to encourage input on the refined alternatives. Most recently, in March 2015, Metro launched an outreach campaign specifically targeting feedback from those who work and/or have businesses along and near the Van Nuys Corridor.

## What We've Learned So Far

- > Van Nuys Blvd realizes more than twice the daily boardings of any other north-south transit service in the San Fernando Valley and is the seventh busiest bus corridor in the Metro system.
- > On an average weekday, there are nearly 25,000 boardings on Metro buses operating on Van Nuys Blvd.
- > Approximately 50% of the Boulevard's boardings occur along a 2.8 mile stretch, between the Metro Orange Line and Roscoe Blvd.
- > In the same segment (Metro Orange Line to Roscoe) transit users experience the slowest bus speeds – where buses slow to approximately 12 mph during the afternoon rush hours.
- > 35% of the study area population is transit-dependent.



## Where We're Going

Metro is currently in the process of evaluating the alternatives and preparing the project's Draft EIS/EIR document. The Draft EIS/EIR will compare each alternative and identify any impacts, as well as any mitigation measures, if any, that may help offset them. There are a wide range of impacts being studied, including transportation, parking, communities and neighborhoods, construction, air quality, safety and security, and environmental justice, to name just a few. As part of this project, Metro is also coordinating with the City of Los Angeles regarding Los Angeles Mayor and Metro Board Second Vice Chair Garcetti's Great Streets Program. Once this document has been reviewed and approved by the FTA for release, the draft will be circulated for a 45-day public comment period.

## Funding

The project has \$170.1 million in funding reserved through Metro's 2009 Long-Range Transportation Plan, which includes \$68 million from Measure R, the half-cent sales tax increase approved by Los Angeles County voters in 2008. Additional funds will need to be identified from other sources in order to cover the cost of any of the four transit alternatives being studied.

## Refined Alternatives Being Studied

In addition to No Build and Transportation Systems Management (TSM), the following four build alternatives are being evaluated as part of this study.

### ALTERNATIVE 1: CURB-RUNNING BUS RAPID TRANSIT (BRT)

Similar to the Wilshire BRT service, there would be 6.7 miles of curb-running dedicated busway and 2.5 miles of mixed flow with 18 enhanced stations. This alternative would cost \$294 million (in 2014 \$).

### ALTERNATIVE 2: MEDIAN-RUNNING BRT

Similar to the Metro Orange Line, buses would run in a 6.7 mile dedicated median busway in the center of Van Nuys Blvd and 2.5 miles of mixed flow operations along San Fernando Rd and would include 17 stations. This alternative would cost \$402 million.

### ALTERNATIVE 3: LOW-FLOOR LIGHT RAIL TRANSIT (LRT)/TRAM

Similar to San Diego, Portland and European systems, this alternative would operate in a dedicated guideway in the center of Van Nuys Blvd for 6.7 miles and 2.5 miles mixed-flow along San Fernando Rd with 28 enhanced stations. This alternative would cost \$1.3 billion.

### ALTERNATIVE 4: LRT

Similar to existing Metro LRT Lines, trains would operate for 6.7 miles in a median dedicated guideway with 2.5 miles underground. The trains would run for 2.5 miles on railroad right-of-way adjacent to San Fernando Rd. There would be 14 stations, three of which would be underground. This alternative would cost \$2.7 billion.



*Curb Running Bus Lanes*



*Median Running Bus Lanes*



*Low-Floor Light Rail Tram*

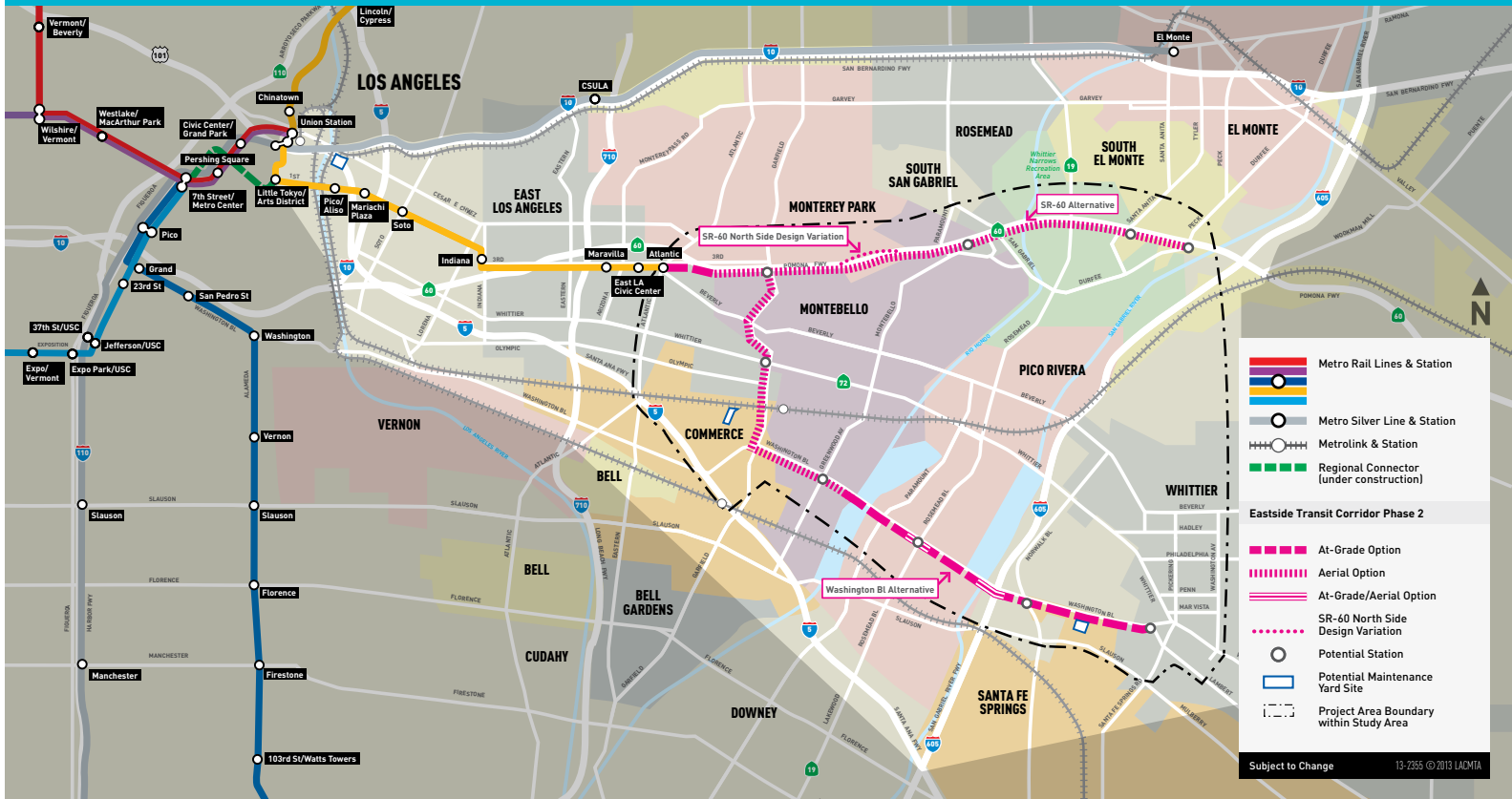


*Light Rail Transit*





# Eastside Transit Corridor Phase 2



**Metro is studying alternatives to extend the first phase of the Metro Gold Line Eastside Extension farther east from where the line currently ends at Pomona Blvd and Atlantic Blvd in East Los Angeles.**

**The Phase 2 project area includes portions of eight cities and portions of Unincorporated Los Angeles County.**

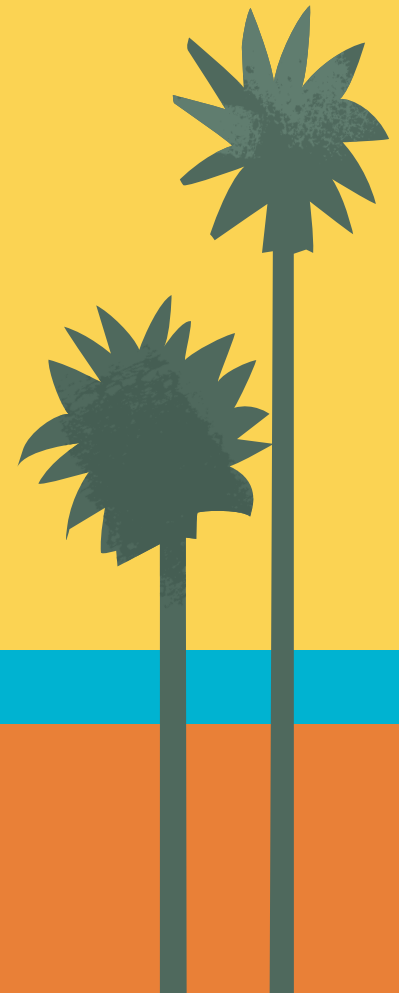
The project area is home to approximately 720,850 residents, representing 7% of the Los Angeles County population. Over the next 25 years, the population is expected to grow by 12%, with a 7% employment growth projected during the same period.

The project area includes a number of highly congested freeways and arterials, including I-5, SR-60, I-10, Beverly Blvd, Whittier Blvd and Washington Blvd. Every day, approximately 55% of commuters leave the project area bound for Central Los Angeles, Gateway Cities, West San Gabriel Valley and other regions; 45% make local trips within the project area itself.

## Communities within the Project Area

Commerce  
Montebello  
Monterey Park  
Pico Rivera  
Rosemead

Santa Fe Springs  
South El Monte  
Unincorporated Los Angeles County  
Whittier



## Goals of the Project

There are four main goals to the project:

1. Identify alternatives that provide a transit connection to the Metro Gold Line Eastside Extension
2. Link cities and communities farther east of Los Angeles with the regional transit network
3. Improve mobility in the project area by enhancing transit options
4. Plan for projected growth in a sustainable manner

## Study Process

The project development process is defined by federal and state environmental requirements. The flow chart below highlights the major milestones in the process from beginning to end. The project is currently in the Draft Environmental Impact Statement/Report (Draft EIS/EIR) study phase.

## Project Alternatives

In 2007, Metro began the Alternatives Analysis study (AA) that analyzed how to extend transit services farther east from the terminus of Metro Gold Line Eastside Extension at Pomona Blvd and Atlantic Blvd. Initially, 47 alternatives were considered in various combinations of alignments, technologies, and configurations. Throughout the AA process, evaluation criteria and community input were used to refine and reduce the alternatives. In October 2009, the Metro Board approved two light rail transit (LRT) alternatives for further environmental analysis in the Draft EIS/EIR:

- > SR-60 LRT
- > Washington Blvd LRT

## Project Development Process

