



Board Report

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PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2026

SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - SAN FERNANDO VALLEY/PACOIMA METROLINK STATION AND MOBILITY HUB

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

PROGRAM \$6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

ISSUE

At its December 2025 meeting, the Board directed staff to return with an update to program funds to advance the Pacoima Metrolink Station and Mobility Hub project (Project) as a next step following the Board adoption of Scenario 2 for the East San Fernando Valley (ESFV) Shared Right-of-Way (ROW) Study (Study).

BACKGROUND

At its December 2025 meeting, the Board approved the Scenario 2 Pacoima Metrolink Station option as the preferred alternative for the Study. As part of the Study, the Board reviewed alternatives for connecting the terminus for the ESFV Light Rail Transit (LRT) Corridor project at Van Nuys Boulevard and San Fernando Road with the Sylmar/San Fernando Metrolink Station. The Board selected Scenario 2, which would construct a new Pacoima Metrolink station on the Metrolink Antelope Valley Line right-of-way at this intersection to serve as a multimodal transfer hub between the ESFV LRT and the Metrolink AVL.

Scenario 2 intends to leverage the Metro-owned Antelope Valley Line (AVL) ROW and existing Metrolink AVL commuter rail service that Metro funds 100%. Metro is a member of the Southern California Regional Rail Authority (SCRRA), operator of the Metrolink regional commuter rail service. Metro owns 151 miles of Metrolink ROW in Los Angeles County, including 76 miles along the AVL from Los Angeles to Lancaster. The AVL provides connections throughout the San Fernando Valley and to Los Angeles Union Station and many other Metro and Metrolink local and regional transit connections (See Attachment A).

ESFV Shared ROW Study

The Study was initiated per Board direction in December 2022, in response to concerns about operating frequent light rail, commuter rail, and freight service in the northernmost 2.5 miles of the ESFV project area. This segment would run along the Metrolink AVL corridor, primarily in the City of San Fernando, from the current planned terminus of the ESFV Light Rail Transit (LRT) project at the intersection of Van Nuys Boulevard and San Fernando Road in Pacoima. The Study evaluated four scenarios for traffic, safety, parking, ridership, cost, fare equity, and grade crossing considerations.

The Study identified that a new Pacoima Metrolink Station and mobility hub would serve as a transfer point between the Metrolink and Metro systems, providing connectivity for passengers traveling on either system. The mobility hub component would serve as a community-focused, dynamic, centralized public space where local residents can easily connect to multiple modes of transportation, including commuter rail, light rail, buses, and active transportation (e.g., walking and biking).

The Study ultimately concluded with the recommendation to advance Scenario 2, primarily because ridership growth would support enhanced service to a much larger area extending along the Antelope Valley Corridor, including the Antelope Valley, Santa Clarita, Burbank, and Glendale. The proposed new Pacoima Metrolink Station would provide an opportunity to develop a new transfer facility serving the regional AVL and the local ESFV LRT service, as well as a mobility hub with enhanced and supportive land use development in the area, and integration of other transportation modes, such as local and regional bus connectivity.

DISCUSSION

A task order is anticipated to be executed in Summer 2026 for conceptual planning, environmental clearance, and preliminary engineering for the Pacoima Metrolink Station.

Pacoima Metrolink Station Planning and Development

Programming these funds will enable the project team to advance station development and track work, conduct environmental evaluations, preliminary engineering, and coordinate with other projects and stakeholders in the project area. This work will also include developing approaches to pedestrian safety, funding strategy, outreach support, fare equity considerations with Metrolink, and parking needs.

Mobility Hub Planning and Development

The mobility hub planning, design, and environmental clearance will aim to develop an intermodal facility that enables safe, reliable, and comfortable transfers between the ESFV LRT and the Pacoima Metrolink Station. Because the two stations are separated by an intersection at San Fernando Road and Van Nuys Boulevard, the mobility hub planning will include an intersection redesign to improve pedestrian safety between the LRT and Metrolink stations. The analysis will consider alternatives that support safe crossings, account for expected surges in pedestrian transfers between LRT and Metrolink trains and recognize that San Fernando Road is an active truck route.

Additionally, the mobility hub planning will consider the following elements: wayfinding and directional signage to improve connectivity; shade and heat-mitigation elements to support a comfortable

transfer; and micromobility parking to support use of the Mission City trail (the existing Class 1 bicycle facility on San Fernando Road).

Multimodal Integrated Planning

Coordination efforts across various teams and key stakeholders responsible for implementing different modal elements in the project area will deliver a seamless, holistic approach to customer experience, network integration, and multimodal options.

Metro has an opportunity to deliver much-needed multimodal transportation infrastructure in the northeast SFV and recognizes the challenges of coordinating multiple projects, transportation modes, and agencies to develop a cohesive approach to delivering integrated transportation improvements and community benefits in the EFC-designated areas near the Project.

The various elements to be coordinated include the following:

- Pacoima Metrolink Station
- Mobility Hub
- Brighton to Roxford (B2R) Double Track
- Six at-grade rail/highway crossings between Pacoima and San Fernando
- Metrolink service and equity-focused fare policy
- Pedestrian and active transportation elements
- Freight truck considerations
- Metro and municipal operations serving the project area
- ADA/accessibility considerations
- Connectivity to the ESFV LRT

Community Outreach

Staff will develop a comprehensive outreach program to engage northeast San Fernando Valley communities on the latest developments and future planning for the AVL Improvements, including B2R and the Project. Staff will secure an outreach contractor in 2026 from its Communications Bench.

The outreach efforts will build upon the robust engagement conducted for the Study in 2025, which included traditional briefings and community meetings, as well as inclusive Spanish-language roundtables hosted by community-based organizations and an innovative Metro-hosted resource fair in the city of San Fernando.

Metro will continue to maximize public participation in the diverse communities of the northeast San Fernando Valley by conducting equitable outreach that offers numerous safe and comfortable opportunities for community members to provide feedback. Engagement will be interactive, including activities such as design charrettes, roundtables, and hands-on workshops, and will be supported by strategic partnerships with the San Fernando Valley Council of Governments, the City of San Fernando, Federal, State, and local elected officials, the ESFV LRT Community Leadership Council,

and community-based organizations.

Recommended Programming

The following table identifies the recommended programming of Metro funds for the Pacoima Metrolink station and mobility hub planning efforts by task:

PACOIMA METROLINK STATION AND MOBILITY HUB	
Conceptual Planning, Env. Clearance and Preliminary Engineering (including contingency)	\$ 4,200,000
Mobility Hub Design	\$ 1,400,000
Outreach	\$ 300,000
3 rd Party Coordination, Design Review, Fare Equity Analysis, etc.	\$ 1,000,000
Total:	\$ 6,900,000

DETERMINATION OF SAFETY IMPACT

This Board action will support double tracking, at-grade rail/highway crossing improvements, and improved safety along the Metrolink AVL. The Project will be designed to the latest Metro and Metrolink standards, and State and Federal requirements.

FINANCIAL IMPACT

The cost to initiate conceptual planning, environmental clearance, preliminary engineering, community outreach, and mobility hub planning for the Project is estimated at \$6,900,000. \$3,400,000 is included in the Metro adopted FY27 budget for the Project in projects 460073 and 405575. This is sufficient to advance the Project during FY27.

This is a multi-year project, and the Chief Planning Officer will be responsible for budgeting the costs for future fiscal years from project numbers 460073 (Metrolink LA County Stations) and 405575 (Mobility Hubs Program).

Impact to Budget

The source of funds for FY27 for the Project is Measure R 3% commuter rail capital funds, Propositions A and C, and TDA administrative funds. These funds are not eligible to be used for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Project is located in the city of Los Angeles along the Metrolink AVL. There are multiple Equity Focus Communities (EFC) in the vicinity of the Pacoima Metrolink Station. The study area includes the city of Los Angeles neighborhood of Pacoima, which was identified as an EFC in prior analyses, where 76% of residents identify Spanish as their primary language.

Equity assessments, including an examination of the potential benefits to residents living within a half mile of the Pacoima Metrolink and ESFV LRT stations, were conducted as part of the prior Study. Census tract data for the year 2020 were used in correlation with Metro's 2022 EFC Map.

The outreach team implemented an English/Spanish bilingual program, which included presentations delivered in Spanish to two roundtables convened by community-based organizations and ensured that Spanish-speaking staff was present at all community meetings and activities. This collaboration allowed Metro to build community trust and connect residents with critical resources like Metro LIFE and CalFresh in an accessible, community-centered way.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. The Project would provide a direct transfer between the Metrolink AVL and the ESFV LRT, plus bus connections, which saves travel time for transit riders, thus reducing VMT and GHG emissions.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan goals 1, 2, and 3 as follows:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system
- Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

The Board could choose not to program funds to initiate conceptual design, environmental clearance, preliminary engineering, and community outreach for the Project. This is not recommended, as staff analysis demonstrated that the Project provided connectivity to communities along the shared right of way to the ESFV light rail line, extending the rail lines mobility and environmental benefits.

NEXT STEPS

With Board approval of the recommendation, staff will execute task orders starting in Summer 2026 to initiate and stream-line conceptual planning, environmental clearance, preliminary engineering, and robust community outreach efforts for the Project. Staff will coordinate closely with Metrolink and the B2R team on grade-crossing and track-laying design for the Pacoima Metrolink Station.

Staff will provide periodic updates to the Board including in the Major Capital Projects Quarterly updates and as progress is made. Metro staff anticipate returning to the Board in 2028 to certify the environmental document; establish a life-of-project budget, schedule, and funding plan; and program funds for final design.

A subsequent task order is expected to be executed in late 2026 for the mobility hub planning, including advanced design up to 30% and environmental clearance for CEQA and NEPA, as necessary.

ATTACHMENT

Attachment A - AVL Corridor Map

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Antelope Valley Line Improvements

San Fernando Valley/Pacoima Metrolink Station and Mobility Hub





Antelope Valley Line Improvements – San Fernando Valley/Pacoima Metrolink Station and Mobility Hub

Planning and Programming Committee

July 15, 2026

Legistar File 2026-0103

Recommendation

CONSIDER:

Programming \$6,900,000 for conceptual planning, environmental clearance, preliminary engineering, and community outreach for the San Fernando Valley (SFV)/Pacoima Metrolink Station and Mobility Hub.

Pacoima Station and Regional Connectivity

- The Pacoima station would be a convenient and easy connection point between the Metrolink Antelope Valley Line commuter rail service and the East San Fernando LRT corridor, currently under construction.
- The Metrolink Antelope Valley Line:
 - Provides commuter rail service from the Antelope Valley, Santa Clarita, and the San Fernando Valley to Los Angeles
 - Offers multimodal connections to the Metro system, other regional rail lines throughout southern California, and the future California High-Speed Rail system.
 - Provides train-to-plane connections at Hollywood/Burbank Airport.



Metrolink



Project Background and Benefits

- The previous East San Fernando Valley (ESFV) Shared Right-of-Way (ROW) Study (Study) concluded with the Metro Board adopted recommendation to advance the design and environmental clearance for a new Pacoima Metrolink station that will:
 - improve safety and connectivity to bus and rail services
 - create a multimodal mobility hub with multiple rail, bus, and active transportation options
 - provide greater access to the Metro regional transportation network
- The Pacoima Metrolink station at Van Nuys Blvd. and San Fernando Road will enable local residents and riders to easily and safely transfer between the two rail services, connecting bus service, and other modes, such as the Mission Bike Path.
- This initial phase of the work will focus on conceptual planning, environmental clearance and preliminary engineering for the Metrolink station footprint, railroad track alignment, and mobility hub planning.

Mobility Hub

- The mobility hub provides first/last-mile connections and an interface between light rail and Metrolink.
- Mobility hub elements will prioritize pedestrian/bike connectivity and safety.
- The project will include heat mitigation elements to improve the pedestrian transfer experience, an intersection redesign to enhance pedestrian safety, as well as bike lockers, real-time transfer information, and restrooms.



Community Outreach and Next Steps

- Community Relations will issue a Communications Bench task order to engage northeast San Fernando Valley communities on the latest developments and planning for the Metrolink Station and Mobility Hub.
- Outreach efforts will build upon the robust engagement conducted for the Study in 2025, which included traditional briefings and community meetings, as well as inclusive Spanish-language roundtables hosted by community-based organizations and an innovative Metro-hosted resource fair in the City of San Fernando.
- Engagement will be interactive, including activities such as design charrettes, roundtables, and hands-on workshops, and will be supported by strategic partnerships with elected officials, local jurisdictions, CBOs and youth.
- Countywide Planning will execute a task order Summer 2026 to start the conceptual planning, environmental clearance and preliminary engineering.

