



COUNTY OF LOS ANGELES SUPERVISOR • FOURTH DISTRICT

**JANICE HAHN**

## MEDIA RELEASE

### FOR IMMEDIATE RELEASE

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## **Supervisor Hahn and Local Leaders Celebrate Approval of First Segment of West Santa Ana Branch, Push for Full Project**

### ***Hahn Leads Metro Board Commitment to Building Entire Project from Artesia to Union Station***

**Los Angeles, CA** – Today, the Los Angeles County Metro Board of Directors voted unanimously to move forward with the first 15-mile segment of the long-promised West Santa Ana Branch, a rail line that, when completed, will stretch from Artesia to Downtown Los Angeles. While this first segment is an important milestone for the project, Los Angeles County Supervisor Janice Hahn knows that it is not enough. With the support of local leaders from Southeast Los Angeles and the Gateway Cities, Hahn led her colleagues to adopt as official Metro Board policy that the West Santa Ana Branch Project will only be considered complete once the entire 19-mile line is built and it provides a single-seat-ride from the City of Artesia to Union Station.

"The West Santa Ana Branch is more than just a transit project," said **Supervisor Janice Hahn**. "It will make such a difference in the lives of people living and working along its corridor, alleviating many of the environmental impacts that have burdened Southeast LA and Gateway Cities communities for too long and providing them with much-needed access to quality public transit. Approving this first segment is big, but it is not enough. Our communities deserve the project that was promised to them and that is a one-seat-ride from Artesia to Downtown Los Angeles and what we made clear today is that we are all going to keep fighting for that."

In addition to committing Metro to building the entire 19-mile project, Hahn's [motion](#), which was co-authored by fellow Board members LA County Supervisors Hilda Solis and Holly Mitchell, LA Mayor Eric Garcetti, and Whittier City Councilmember Fernando Dutra and was unanimously approved by the Metro Board of Directors, also directs Metro staff to:

- Find ways to accelerate construction of and funding for the Branch wherever possible, including through public-private partnership and value-capture financing.
- Include in its study of the segment of the Branch from Slauson Ave to Slauson to Union Station an assessment if any aerial sections could be constructed more cheaply underground.
- Ensure as seamless a connection as possible between Slauson Station and Union Station for when the first segment is completed and before the full project is done.

“Metro has secured almost \$7 billion of federal New Starts funds over the last 40 years – and it’s now time for Southeast LA to have our turn,” said **Whitter Councilmember and Metro Board Member Fernando Dutra**. “This is Metro’s top federal priority, and I am pleased to partner with my colleagues to accelerate the project’s schedule and secure funding from our partners.”

“A lot of our residents depend on the bus, and this project is needed to provide them with another way to get to work and to see their families,” said **South Gate Councilmember and Eco-Rapid Transit Boardmember Maria Davila**.

“This light rail will provide LA County residents with expanded access to health care, education and cultural destinations,” said **Downey Mayor Blanca Pacheco**. “We have been planning this project for 30 years and we need to get this project completed from Artesia to downtown LA’

“Supervisor Hahn is absolutely correct,” said **Artesia City Councilmember and Chair of Eco-Rapid Transit Ali Taj**. “Our cities have been working together on this for over 20 years. This project is so important to our communities and it is critical that we have a one seat ride from Artesia to Union Station.”

“Today is about equity for cities that have been waiting decades for transportation opportunities,” said **Huntington Park City Councilmember Karina Macias**.

“Southeast Los Angeles communities are among those that utilize Metro's bus and rail system most, and yet, projects that would support our livelihoods, like the West Santa Ana Branch, have been put on hold or cut into segments,” said **Cudahy Mayor Liz Alcantar**. “SELA cannot wait. I thank Supervisor Janie Hahn and the rest of the Metro Board for supporting a one-seat ride for the entire line and for their commitment to the growth, well-being, and progress of communities like ours.”

“The City of Maywood looks forward to strengthening the relationship with Metro and working together to make sure the West Santa Ana Branch is soon a one-seat ride and time-efficient method of transportation for the residents of Southeast Los Angeles,” said **Heber Marquez, Mayor of Maywood**. “Thank you to Supervisor Hahn for her leadership.”

“The City of Bellflower is fully supportive of the West Santa Ana Branch transit corridor project from Los Angeles Union Station to Artesia Pioneer Station,” said **Bellflower Mayor Ray Dunton**. “This particular transportation will greatly assist our residents and business owners with direct public access to Downtown Los Angeles.”

Background: The West Santa Ana is a proposed light rail transit line along a 19-mile corridor from southeast Los Angeles County to downtown Los Angeles – serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community and downtown Los Angeles. When completed, it will increase access to opportunities and resources for transit riders in a high-travel demand corridor that is populated by a majority minority community - with many individuals and families who live below the poverty line (44%) and many households (18%) who do not own a car.

The segment approved today will be a 15-mile segment from the City of Artesia to the Slauson Blue Line Station.

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