Next stop: exploring alternatives to the 405.
Overview

Metro has a plan to address traffic between the San Fernando Valley, the Westside and Los Angeles International Airport (LAX).

The natural barrier created by the Santa Monica Mountains means that most people traveling through this area are funneled onto the I-405 freeway, creating some of the worst traffic congestion in the nation. More than 400,000 people travel through this area every day to commute to work, school, and other destinations along the freeway and beyond.

With the Sepulveda Transit Corridor, Metro is working to make a high-capacity public transportation option a reality that would take cars off the road and provide more options for traveling in this area.

Status

In Fall 2019, Metro completed a two-year Feasibility Study evaluating a number of alignments and station locations for high-capacity transit between the San Fernando Valley and LAX. This new line would provide connections to existing and planned Metro bus and rail lines, including the East San Fernando Valley Light Rail Transit Line, Metro G Line (Orange), D Line (Purple), E Line (Expo), Crenshaw/LAX Line and C Line (Green). The study findings will inform project refinement and environmental review, beginning in mid-2020.

Pre-Development Agreement Process

In July 2019, the Metro Board of Directors approved the use of a Pre-Development Agreement (PDA) model with up to two teams to assist Metro in developing and delivering the Sepulveda Transit Corridor. Under this approach, Metro will work with design, construction and financial partners from the private sector to bring their expertise and creativity to project development during the environmental review process. The PDA uses financial incentives to generate innovative solutions with the goal of delivering the best project at the earliest possible date.

Sepulveda Transit Corridor
Project Development Process

<table>
<thead>
<tr>
<th>Early Planning</th>
<th>Pre-Development Agreement</th>
<th>Environmental Review</th>
<th>Public-Private Partnership</th>
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<tr>
<td>Metro conducts Feasibility Study of transit service between San Fernando Valley and LAX.</td>
<td>Up to two Pre-Development Agreement (PDA) teams selected.</td>
<td>Metro conducts state and federal environmental study. Project alternatives are refined.</td>
<td>Metro issues request for P3 proposal for LPA.</td>
</tr>
<tr>
<td>PDA teams develop project alternatives optimized for public-private partnership (P3) delivery.</td>
<td></td>
<td>Metro identifies a single Locally Preferred Alternative (LPA).</td>
<td>Engineering for LPA advances.</td>
</tr>
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</table>
Funding and Timeline

The Sepulveda Transit Corridor is part of the Measure M expenditure plan, with approximately $5.7 billion for new transit service to connect the San Fernando Valley and the Westside, scheduled to open by 2033-35. Approximately $3.8 billion is allocated to extend that service from the Westside to LAX with a 2057-59 opening date.

Under Metro’s 28 by 2028 initiative, the Valley-Westside portion of the project is identified for potential acceleration in time for the 2028 Olympic and Paralympic Games in Los Angeles (LA 2028).

Related Efforts

Metro recognizes that this heavily traveled corridor may require more than a single solution. In addition to the Sepulveda Transit Corridor, Metro is beginning to study ExpressLanes on the I-405 between the US 101 and the I-10. Measure M provides $260 million for an ExpressLanes project on this corridor that is identified as a priority in Metro’s Countywide ExpressLanes Strategic Plan. Metro is also beginning to develop the I-405 Multi-Modal Corridor Plan which may identify additional improvements to address the challenges along the corridor.

CONTACT US

Metro invites you to stay involved and share your feedback.

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