

We're planning a better commute on the 405.

I-405 SEPULVEDA PASS EXPRESSLANES PROJECT Fact Sheet



Metro



SUMMER 2023

Project Overview

Metro has a plan to make it easier to get around. The I-405 through the Sepulveda Pass is especially challenging and complex, elevating the need to explore various transportation projects in the area. Along with better transit and other improvements, Metro is working in coordination with the California Department of Transportation (Caltrans) to evaluate five alternatives, including one no build and four build alternatives, to convert the existing high-occupancy vehicle (HOV) lanes – or carpool lanes – to dynamically priced, high-occupancy toll (HOT) lanes, called ExpressLanes, in both directions of I-405 between I-10 and US-101. Select alternatives also include the addition of a new lane in each direction to serve as a second ExpressLane or carpool lane. The proposed build alternatives are intended to encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool lanes and increase person throughput.

Project Goals

This project's purpose is to improve the utilization of the freeway and the overall movement of people and goods on the I-405 project corridor by:

- > Providing additional mobility options within the project corridor and providing resources to implement related projects and facilitate future improvement.
- > Improving the traffic flows and operation in terms of vehicle and person throughput, and improving travel times and trip reliability.
- > Incorporating advanced demand management and/or intelligent transportation systems strategies, including, but not limited to, priced managed lanes/high-occupancy toll lanes to improve performance within the project corridor.
- > Increasing continuity of the ExpressLanes network by closing the gap between existing and planned facilities, in accordance with regional and state transportation plans.

Environmental Planning Process

The project is currently in the Project Approval/ Environmental Document (PA/ED) planning phase, which is required by both state and federal law. Metro will prepare an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively, to evaluate the potential implementation of each of the project alternatives. Caltrans, the lead agency for CEQA and NEPA, is providing oversight for Metro on the environmental phase and is supporting studies to assess potential project effects on traffic, visual, archaeological, water, noise, air quality, biology, geology, hazardous waste, energy, paleontology and community resources. A project report is also being prepared at a 30% level of design.

The environmental phase features several opportunities to provide public input and feedback, including the formal public scoping process that was conducted in summer 2021 to kick-off the environmental review process and collect public comments on the proposed project alternatives and a range of stakeholder issues. Comments help inform the technical studies being developed in support of the Draft EIR/EIS, which is anticipated for release in summer 2024 and will be accompanied by public hearings and a comment period to solicit public input.

Next, a Final EIR/EIS will be prepared with responses to public comments, anticipated for release in summer 2025. The environmental review phase would then conclude with Caltrans certification of the Record of Decision. Parallel with the PA/ED phase, a Concept of Operations (ConOps) and a Traffic and Revenue (T&R) – Level III Study will also be prepared by Metro. The ConOps will define operational policies, toll collection systems and facility design, while the T&R will estimate toll rates and potential toll revenue for this corridor.

Schedule



ONGOING PUBLIC PARTICIPATION

Schedule subject to change.

PROJECT MAP



Project Area

The project corridor traverses the City of Los Angeles and the communities of Sherman Oaks, Encino, Bel Air, Brentwood, Westwood and West Los Angeles.

This corridor also provides a vital connection to surrounding areas, including the San Fernando Valley, the Westside, Las Virgenes-Malibu, South Bay, North LA County and Orange County.

Funding

Funding for planning and construction of the I-405 Sepulveda Pass ExpressLanes Project is partially provided by Measure M in the amount of \$260 million. Additional funding sources will be explored as the project advances through the project development process.

Background

The I-405 Sepulveda Pass corridor between I-10 and US-101 experiences heavy demand during peak commute hours that exceeds the freeway's capacity. Between 2009 and 2014, Metro, in conjunction with Caltrans, launched the I-405 Sepulveda Pass Improvements Project, which included adding a new northbound carpool lane on I-405 between I-10 and US-101.

Traffic congestion continues impacting the project corridor with 289,000 vehicles traversing the corridor per day prior to the COVID-19 pandemic, with those averages now expected to return to similar levels. Commuters generally averaged 56 hours of delay yearly in 2019. Further, vehicle hours of delay in both the existing carpool and mixed-flow lanes within the corridor are projected to increase by 22% through 2050. The existing carpool lanes are classified as "degraded," as defined by federal standards, meaning that speeds on the carpool lanes are less than 45 miles per hour more than 10% of the time. Additionally, peak commute rush hour speeds average less than 45 miles per hour for 75% or more of the time (or 16+ weekdays per month).

About ExpressLanes

Metro ExpressLanes are designed to manage highway corridors, improve traffic flow and provide motorists with travel options in LA County. The existing ExpressLanes on I-110 and I-10 allow carpools, vanpools and buses to travel toll-free (with a FasTrak® Flex transponder), while also providing vehicles not meeting the occupancy requirements the option to pay a toll to use the lane. To learn more about how ExpressLanes work, as well as the existing and planned ExpressLanes facilities, visit metroexpresslanes.net or the interactive web tool at bit.ly/expresslanesprogram.

Nearby Projects

Metro's plan includes several projects to improve mobility near the Sepulveda Pass area, but each project is subject to its own unique planning and environmental review process. Below are some of the nearby Metro projects.

Metro is studying the Sepulveda Transit Corridor Project, a high-capacity rail solution to improve travel between the San Fernando Valley and the Westside. Additional information on the Sepulveda Transit Corridor is available at metro.net/sepulvedacorridor.

Metro's Traffic Reduction Study will explore how to reduce traffic through congestion pricing (i.e., tolls) and by providing more high-quality transportation options. Additional information on the Traffic Reduction Study is available at metro.net/trafficreduction.

The Purple (D Line) Extension Transit Project is currently under construction and will open in phases, with Section 1 (Mid-Wilshire) opening in 2024, Section 2 (Century City and Beverly Hills) opening in 2025 and Section 3 (Westwood) opening in 2027. To learn more, visit metro.net/purple.

Stay Connected

As part of the environmental planning process, Metro is leading a stakeholder engagement program with the goal of building an inclusive vision that balances the unique needs of corridor stakeholders.

Metro is committed to equity, transparency and maximizing public participation, and will provide information to allow corridor stakeholders to be educated, informed and provide valuable input at key milestones.

Outreach considerations will be incorporated to include minority, low-income, limited English proficiency populations and persons with disabilities. All project information materials are provided in English and Spanish. To sign up for project updates and notifications or to submit comments, please contact us via the methods listed below.

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