



Los Angeles County  
Metropolitan Transportation Authority

# Metro News

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## **L.A. Metro Releases RFP Seeking Early Contractor Involvement to Help Develop the Sepulveda Transit Corridor Project**

The Los Angeles County Metropolitan Transportation Authority (Metro) today issued a Request for Proposals seeking early assistance from the private sector to jointly develop plans for the massive Sepulveda Transit Corridor Project.

Metro's RFP seeks a pre-development agreement (PDA) with up to two private sector proposers to assist in the planning and design of this mega-project — a fixed guideway transit line connecting the San Fernando Valley to the Westside, and ultimately Los Angeles International Airport. Once project development is complete, the private project developer would have an opportunity to submit a proposal to build the line, potentially accelerating construction and improving project performance.

The transit line would provide a new travel option in the perpetually congested 405 freeway corridor through the Sepulveda Pass, giving motorists for the first time a high-speed, high-capacity transit alternative to driving.

This effort would mark the first time a PDA approach was used to deliver a transit project in North America. PDAs have been used to deliver complex mega-projects in other parts of the world.

“Getting a potential contractor involved early in the process will only help us as we tackle one of the worst traffic bottlenecks in our nation,” said Inglewood Mayor and Metro Board Chair James T. Butts. “This is a new, innovative approach that Metro is pursuing to create a public-private partnership that will ultimately deliver a fast, frequent and high-capacity transit line that directly connects the Valley with the Westside and LAX.”

A PDA would enable early contractor involvement in the project, allowing for innovations in design, construction approach and operations. A private project developer would participate in

defining and designing the project concept together with Metro with input from community stakeholders. Private project developer teams that are awarded a PDA would provide design and engineering to support development of the project, constructability reviews and cost estimates. This information would also be included in the project's official environmental review process, which is expected to begin in 2020.

PDA contractors would likely develop various project concepts involving a range of possible transit modes, some of which may involve new approaches and innovations for Metro staff, the Metro Board of Directors, and the public to consider. After selection and final engineering of the preferred project alternative by the Metro Board, Metro would have the opportunity to invite the successful developer team to submit an offer to deliver the project at an agreed price and schedule, likely through a public-private partnership. Metro would also always retain the option to pursue a different project development and delivery path at no additional obligation.

"Our goal is to deliver the best possible project to our customers, promote innovation in our approach and remain fiscally responsible as we pursue these types of public-private partnerships," said Metro CEO Philip A. Washington. "This process can potentially give us all three at once. P3s have succeeded in other major cities in America. I believe they can also work here in Los Angeles as we work to greatly improve mobility for our residents."

Metro is finalizing a feasibility study evaluating potential transit alternatives for the project. That study will conclude by the end of 2019. By the summer of 2020, Metro anticipates selecting up to two contractors as PDA partners and identifying the alternatives to be studied in the environmental review. Those alternatives may be chosen from Metro's feasibility study and/or the selected PDA partner(s). The PDA process and environmental review process will occur simultaneously without any impacts to required milestones for either.

The Sepulveda project is funded in part by Measure M, the transportation sales tax approved by Los Angeles County voters in 2016. The total project will receive \$9.5 billion in funding from Measure M and other local, state and federal sources. The first phase of the transit line between the Valley and the Westside is scheduled to open in 2033.

Contractors interested in Metro's Sepulveda Transit Corridor Project RFP should download it at [http://business.metro.net/VendorPortal/faces/home/solicitations/openSolicitations?\\_adf.ctrl-state=12ncynpn0v\\_4&\\_afLoop=3960917117005047](http://business.metro.net/VendorPortal/faces/home/solicitations/openSolicitations?_adf.ctrl-state=12ncynpn0v_4&_afLoop=3960917117005047). For more project information, please visit <https://www.metro.net/projects/sepulvedacorridor/>.

### **About Metro**

The Sepulveda Transit Corridor Project is one of dozens of mobility improvements included in Measure M, L.A. County's 2016 sales tax measure approved by 71 percent of voters. As a result, Metro is building the largest transportation program in the United States with more than \$120 billion being invested in new transit lines, more efficient roadways and bike and pedestrian upgrades. Under the agency's Vision 2028 plan, Metro is pursuing broad strategies — from new bus lanes to testing congestion fees — that will provide alternatives to solo driving and will vastly improve the environment and quality of life in L.A. County.

Metro is the lead transportation planning and funding agency for L.A. County and carries about 1.2 million boardings daily on a fleet of 2,200 low-emission buses and six rail lines. Stay informed by following Metro on The Source and El Pasajero at [metro.net](http://metro.net), [facebook.com/losangelesmetro](https://facebook.com/losangelesmetro), [twitter.com/metrolosangeles](https://twitter.com/metrolosangeles) and [twitter.com/metroLAalerts](https://twitter.com/metroLAalerts) and [instagram.com/metrolosangeles](https://instagram.com/metrolosangeles).

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