Welcome and Introduction

Roger Moliere
Chief, Real Property and Economic Development
Los Angeles County Metropolitan Transportation Authority
Opening Remarks

Art Leahy
Chief Executive Officer
Los Angeles Country Metropolitan Transportation Authority
Welcome

Antonio Villaraigosa
Mayor, City of Los Angeles
Director, Los Angeles County Metropolitan Transportation Authority
Welcome

Don Knabe

Supervisor, 4th District
County of Los Angeles

Director, Los Angeles County Metropolitan Transportation Authority
Metro’s Public-Private Partnership Program

Kathleen Sanchez
Manager, Public-Private Partnership Program
Los Angeles Country Metropolitan Transportation Authority
Los Angeles County

County Population
10.2 Million

4,084 Square Miles

- 88 cities: 5.1 million people
- LA City: 4 million people
- Unincorporated County: 1.1 million people
- Economy larger than 42 states
Transportation Challenge

- Adding 2 million more people to the LA urban landscape over 20 years
- Building “further out” increases trip length, travel time, and traffic impact on communities
Los Angeles County Metropolitan Transportation Authority

Regional transportation planner

Regional builder

Regional transit operator

....for all of Los Angeles County
73 Miles of Urban Rail
63 Rail Stations
447 Miles of HOV/Express Lanes
Metro P3 Program Objectives

- Leverage Measure “R” and other local funding
- Accelerate project development and delivery
- Attract strategic investment and private finance
- Reduce current and future project costs
  - Reduce capital construction costs
  - Transfer life-cycle risk for maintenance and operations from public to private sector
- Deliver $20+ billion in potential P3 procurements over next decade
Focus on Project Life-Cycle

- **Achieve accelerated project delivery**
  - Project activities in “parallel”
- **Insure project quality throughout life cycle**
  - Private financial participation (“skin in the game”) 
- **Reduce agency risk**
  - Eliminate/lessen risk of project cost overruns/change orders 
  - Reduce public sector risks by strengthening project interfaces 
- **Complement federal funding** 
- **Achieve cost savings**
  - Operations - performance-related concessions and system availability-based contracting 
  - Capital - design and construction efficiencies 
- **Enhance cash flows**
  - Private financing mechanisms 
  - Leverage Measure R revenues and other public funding sources 
- **Utilize new funding sources**
Initial Transit Projects Recommended for P3 Delivery
Initial Transit Projects Recommended for P3 Delivery

SR 710 North Gap Closure

High Desert Corridor

I-710 South Freight Corridor

MEASURE R Proposed Highway Improvements

Project Name

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<tr>
<th>Project Name</th>
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* Specific routing to be determined
Recent Projects Recommended for P3 Delivery

Sepulveda Pass Corridor

High Desert Multimodal Corridor

MEASURE R Proposed Highway Improvements

Project Name

3A I-5 Capacity Enhancement: SR-134 to SR-170
3B I-5 Capacity Enhancement: I-605 to Orange County Line
3C I-5/Carmenita Rd Interchange Improvement
3D I-5/SR-14 Capacity Enhancement
3E I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements: South Bay
3F I-5 North Capacity Enhancements: SR-14 to Kern County Line (Truck Lanes)
3G I-710 South and/or Early Action Projects
3H SR-138 Capacity Enhancements
3I High Desert Corridor (environmental)
3J I-605 Corridor “Hot Spot” Interchanges
3K Highway Operational Improvements in Arroyo Verdugo Subregion
3L Highway Operational Improvements in Las Virgenes and Malibu Subregion
3M SR-710 North Gap Closure*
3N BNSF Grade Separations
5C Alameda Corridor East Grade Separations Phase II

* Specific routing to be determined
Accelerated Regional Transportation Improvement Project (ARTI)

I-5 North Improvements (SR-14 to Parker)

Sound Wall Package 11

Sound Wall Package 10

SR-71 Gap Project
The Sepulveda Pass Transportation Corridor

Mike Schneider
Welcome to Union Station
Sepulveda Pass / I-405

Recently Named by US Department of Transportation as the Most Heavily Congested Highway Corridor in the Nation

Measure R Project

Transit Projects Included in Measure R
Approximately $1 Billion Allocated in Third Decade for I-405 “Connection”
Currently Widening I-405 Northbound HOV Lane Added
Extends for 30 miles
- San Fernando Valley - 11 miles
- Sepulveda Pass – 9 miles
- Westside to LAX – 10 miles

Potential Transit Connections:
- Metrolink Antelope Valley Line
- Metrolink Ventura Line
- East San Fernando Valley Transit Corridor
- Metro Orange Line
- Westside Subway Extension
- Expo Line Phase 2
- Crenshaw/LAX LRT Project
- Airport Metro Connector
- Metro Green Line

Potential Highway Connections
- SR 118
- US 101
- I-10
- SR 90
- I-105
Sepulveda Pass Travel Patterns
Proposed Transit Improvements

Sepulveda Pass Corridor Program
Industry Forum
Metro Systems Planning Study

Los Angeles County Metropolitan Transportation Authority

Sepulveda Pass Corridor Systems Planning Study
Final Compendium Report

November 2012

Connecting the San Fernando Valley and the Westside

Interstate 405 Sepulveda Pass
Concept 1: Shoulder-Running BRT

- Route length: 30 miles (partial exclusive lanes)
  - Sylmar/San Fernando Metrolink Station to LAX
- Bus use of freeway shoulders in Sepulveda Pass during peak periods (8.5 miles)
- Priority treatments on Van Nuys and/or Sepulveda Blvd in San Fernando Valley and Westside
Concept 2: At-Grade Express Lanes and BRT

- **Express Lanes (3+ HOT) - length: 29 miles**
  - 2 HOT lanes in each direction in Sepulveda Pass
  - Single 3+HOT lane north of US 101 and south of I-10
  - 3 BRT routes connect at Metro Orange Line/Sepulveda Station for transfer to I-405 Express Lanes through Sepulveda Pass

- **Direct Access Ramps (4)**
  - Metro Orange Line/Victory Boulevard
  - US 101 Direct connectors from eastbound US 101 to southbound I-405 and northbound I-405 to westbound US 101
  - South of Santa Monica
  - South of SR-90
Concept 3: Aerial Viaduct/Express Lanes with BRT

- Constructed above the median of the I-405 from US 101 to I-10 Freeways
- Viaduct length: 10 miles
- 4 HOT lanes on an aerial viaduct (2 in each direction); existing HOV lanes for dedicated busway beneath viaduct
- Considered, but not recommended in Caltrans/FHWA I-405 Widening EIR/EIS
• Four toll lanes (two per direction) through Sepulveda Pass between US-101 and I-10
• Tunnel length: 9 miles
• US 101 Direct connectors from eastbound US 101 to southbound I-405 and northbound I-405 to westbound US-101
• Candidate for P3
Concept 5: Rail Tunnel (LRT or HRT)

• Route Length:
  28 miles (full length) or 11 miles (Sepulveda Pass Segment)

• Concept 5A - LRT Tunnel + At-grade
  Transit-only tunnel in the Sepulveda Pass
  At-grade north and south of Sepulveda Pass with grade-separated crossings at major intersections
  Northern portal near Ventura Blvd
  Southern portal near Santa Monica Blvd.

• Concept 5B - HRT Tunnel
  Fully grade-separated in tunnel
  configuration for full alignment
Concept 6: Combined Highway and Rail Tunnel(s)

- **Toll Bypass Highway**
  - Large bore highway tunnel length: 21 miles
  - 2 Highway Portals
    - Roscoe Blvd
    - LAX
- **3 highway connectors**
  - US 101/I-405
  - Santa Monica Blvd.
  - Sepulveda/Howard Hughes Parkway
- **Premium Rail Transit Line**
  - Tunnel length: 21 miles
  - Van Nuys Metrolink Station to LAX (Century/Aviation)
  - P3 would set transit fares at proportional cost to highway tolls
**Tolled Highway Bypass**
- Initial Northern Portal: Van Nuys Airport
- Initial Southern Portal: Westside
- Minimum five lanes
- Potential extension to LAX and South Bay
- Potential extension north to Santa Clarita and Antelope Valley

**Premium Transit System**
- Initial Northern Portal: North Valley Metrolink
- Initial Intermediate Stations: Orange Line, Purple Line, EXPO Line, Metrolink Lines
- Automated, driverless transit technology
- Potential extension/connection south to Green Line/LAX
- Potential extension/connection north to Palmdale
P3 Concept for Sepulveda Pass Corridor

Underground Tollway and High Capacity Rail System
• The cost of the project could range between $8 and $20 billion, depending upon project limits and locations of transit stations and highway connections.

• Demographics and travel demand point to travelers willing and able to pay substantial tolls and/or premium transit fares.

• Early traffic and revenue forecasts show potential annual revenue from tolls and transit fares at $500-$800 million annually, with about 65%+ coming from tolls.

• This revenue could be leveraged to build and operate the project as a P3.
• Demand for travel in the Sepulveda Pass Corridor is huge – and this demand will remain significantly unmet under all current funding/financing options.

• A significant opportunity to generate user-based revenue exists under a P3 concept that includes a tolled bypass highway and a premium-fare automated guideway rail system, in single or dual tunnels between the Valley and the Westside.

• The high travel demand and associated revenue potential creates a strong case for examining a P3 financing/delivery strategy. Available public funding is insufficient to build and operate a project that comes close to meeting travel demands in the corridor today - or tomorrow.
Airport Metro Connector Project

Cory Zelmer, Metro
Airport Metro Connector Vicinity Map
Airport Metro Connector

- **Crenshaw/LAX Project:**
  - Extends Metro Rail to Aviation and Century Boulevards
  - Provides foundation for connection to LAX

- **Airport Metro Connector Project:**
  - Goal – connect regional transit network to LAX

- **Long Range Transportation Plan**
  - Opening Year: 2028, or earlier, dependent upon airport contribution
Types of Connections

Direct Light Rail Transit (LRT) Branch
- Metro goes to the airport
- Metro Green Line direct connection

Circulator
- Airport (Circulator) goes to Metro
- New transit system tailored to address the airport’s unique travel demands/operating environment

Intermediate LRT and Circulator
- Metro (LRT) and Airport (Circulator) meet in the middle

Modified LRT Trunk
- Metro goes through the airport
- Direct connection for Metro Green & Crenshaw/LAX lines
- Crenshaw/LAX line will be built as currently planned and environmentally cleared
Modes

- Light Rail Transit (LRT)
- Automated People Mover (APM)
- Bus Rapid Transit (BRT) (Elevated Busway)
Alignments

On-Airport (in terminal area)

Off-Airport
Alternatives to be Evaluated in Draft EIS/R

- Extends Metro Green Line to LAX terminals
- Crenshaw/LAX passengers transfer to Metro Green Line at Aviation/Century station
- Two or three stations in terminal area

- Both Metro Green and Crenshaw/LAX Lines serve the LAX terminals
- One underground station in terminal area
Alternatives to be Evaluated in Draft EIS/R

- Metro Rail passengers transfer to APM system at Aviation/Century station
- Two or three stations in terminal area

- Metro Rail passengers transfer to BRT system at Aviation/Century station
- BRT uses existing roadway in terminal area with stops at each terminal
### Preliminary Ridership & Capital Cost Estimates

<table>
<thead>
<tr>
<th>Alternative Connection Types</th>
<th>Airport Transit Riders per Day*</th>
<th>Capital Cost ($M) ($200M is available)</th>
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<tbody>
<tr>
<td>Direct LRT Branch</td>
<td>15,400</td>
<td>$540-$1,160**</td>
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<tr>
<td>Circulator (APM)</td>
<td>14,700</td>
<td>$620-$1,270**</td>
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<tr>
<td>Circulator (BRT)</td>
<td>15,000</td>
<td>$110-$130</td>
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<tr>
<td>Modified LRT Trunk (Through LAX)</td>
<td>16,100</td>
<td>$940-$1,130</td>
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* Includes up to 10,000 airport park and ride passengers

**2-station aerial configuration in terminals is lowest cost option; 3-station aerial loop and 2-station tunnel are higher cost options (2010 dollars)
Transit Connection Locations Proposed by LAWA
Next Steps

• Conduct technical studies in preparation for start of environmental process (EIS is delayed)
• Coordinate with:
  › LAWA
    • Completion of SPAS
    • Refine alternatives
  › FAA and FTA
    • Initiate environmental process
East San Fernando Valley Project

Alan Patashnick
## Purpose and Need of the Project

1. Improve north-south mobility
2. Provide more reliable operations and connections between key transit hubs/routes
3. Enhance transit accessibility/connectivity to local and regional destinations
4. Provide additional transit options in a largely transit dependent area
5. Encourage mode shift to transit
Five phases of project development:

1. Alternatives Analysis
   - Completed January 2013
2. Environmental Studies (EIS/EIR) & Conceptual Engineering
   - Where We Are Now
     - 2013-2015
3. Engineering
   - 2015-2016
4. Construction
   - 2016-2018
5. In Operation
   - 2018

Ongoing Public Participation
EIS/EIR Process Purpose

- **Draft EIS/EIR:**
  - Define/refine alternatives
  - Study potential benefits/impacts
  - Select a Locally Preferred Alternative (LPA)

- **Final EIS/EIR:**
  - Further Analyze LPA
  - Respond to comments on Draft EIS/EIR
  - Recommend mitigation program
  - Recommend project for construction
Bus Rapid Transit (BRT)

- Mostly exclusive Right-of-Way
- Up to 75 passengers per bus
- 6-12 minute frequency
- Stations approximately one-mile apart
- Clean fuel (CNG) power
- Share existing maintenance facilities
- Possible single ride over Sepulveda Pass
- Either on-street parking or bicycle lane
BRT Alternative

- Sylmar/San Fernando Metrolink Station south to Ventura Bl.
  - San Fernando Rd. (Mixed-flow lane)
  - Van Nuys Bl. to the Metro Orange Line (MOL) (Dedicated lane)
    - Option 1 - Terminates at MOL. Mixed-flow traffic south
    - Option 2 - Terminates at Sepulveda MOL Station
    - Option 3 - Dedicated lane via Sepulveda Blvd. to Ventura Blvd.

- End to end:
  - 12 miles and 13 Potential Stations
  - +/- 41 min travel time
  - +/- 33,600 weekday boardings

  - LRTP commits $170.1 million
Light Rail Transit (LRT)

- Exclusive Right-of-Way
- Overhead electrical power
- Over 300 passengers per train set
- 6-12 minute frequency
- Stations typically one-mile apart
- New maintenance facility required
- Transfer for travel over Sepulveda Pass
- Either on-street parking or bicycle lane
LRT Alternative

- Sylmar/San Fernando Metrolink Station south to Ventura Bl.
  - All dedicated Right-of-Way
- End to end:
  - 11.2 miles
  - +/- 36 min travel time
  - 13 potential stations
  - +/- 37,500 weekday boardings
- Cost: $1.8 - 2.3 billion (2018$)
- LRTP commits $170.1 million
Next Steps

• Refine the alternatives
• Conduct environmental analysis
• Continue public outreach
• Prepare the EIS/R Administrative Draft
A Pre-Development Agreement (“PDA”) is awarded to a contractor through a competitive process, with the contract and subsequent concession agreement covering two distinct phases:

› An initial phase, which includes confirmation of project feasibility, development of engineering and operational concepts, and definition of project finance plan

› A second phase, which includes project implementation through execution of a long-term concession agreement, covering the contractor’s rights and obligations for project financing, design, construction, operation and maintenance
• Mechanisms pre-established by Metro to assure competitive market-based pricing by PDA concessionaire in order to move from Phase 1 to Phase 2

• The PDA concessionaire would maintain the first right of negotiation with MTA for the Concession Agreement, which would include:
  › Design
  › Construction
  › Finance
  › Operations
  › Maintenance
Why Use a PDA Approach?

• Obtain maximum private sector innovation
• Bring contractor aboard early to assure environmental clearance for specific design and construction approach
• Reduce overall schedule and streamline environmental clearance process
• Incorporate nominal contractor/concessionaire roles during project development
  › Assist in project scope definition
  › Participate in project planning and design
  › Perform technical studies to support environmental clearance
  › Perform permitting and regulatory processes
  › Optimize risk mitigation plan
Potential Pre-Development Activities

• Concessionaire roles
  › Assist in project scope definition
  › Participate in project planning and design
  › Perform technical studies to support environmental clearance
  › Perform permitting and regulatory processes
  › Optimize risk allocation
A project of the scope and magnitude of the Sepulveda Pass Multimodal Corridor is clearly warranted in light of current congestion, projected growth, and environmental considerations in the region.

If determined to be feasible utilizing a self-funding approach, undertaking the project as a public-private partnership would affect neither the timing and priority, nor the funding and financing, of any other Measure R transit or highway project.

If determined to be infeasible as a self-funding project, the Sepulveda Pass Corridor Project cannot be undertaken as proposed, given current Measure R and other Metro capital funding commitments; a limited project could be considered beyond 2030 when $1 billion allocated Measure R funding becomes available.
Request for Information

Regarding Potential Project Delivery and Finance Structure for the Sepulveda Pass Corridor Program

Responses Due
5:00 PM PDT
May 20, 2013
Sepulveda Pass Corridor RFI: Next Steps

- Optional response to Request For Information by May 20, 2013
  - Level of interest
  - Procurement methods
  - Financing and deal structure options
  - Contracting and project delivery process
  - Other recommendations
- Evaluate input and industry recommendations
- Confirm program feasibility and delivery strategy
- RFQ issuance potential late 2013/early 2014
Input/Discussion
Small Group Discussions

Location: This venue
Time: 1:30-3:30 pm
Thank you for joining us today!