

Los Angeles County

Metropolitan Transportation Authority

Public-Private Partnership Program

Status Update

High Desert Corridor Joint Powers Authority

June 6, 2011

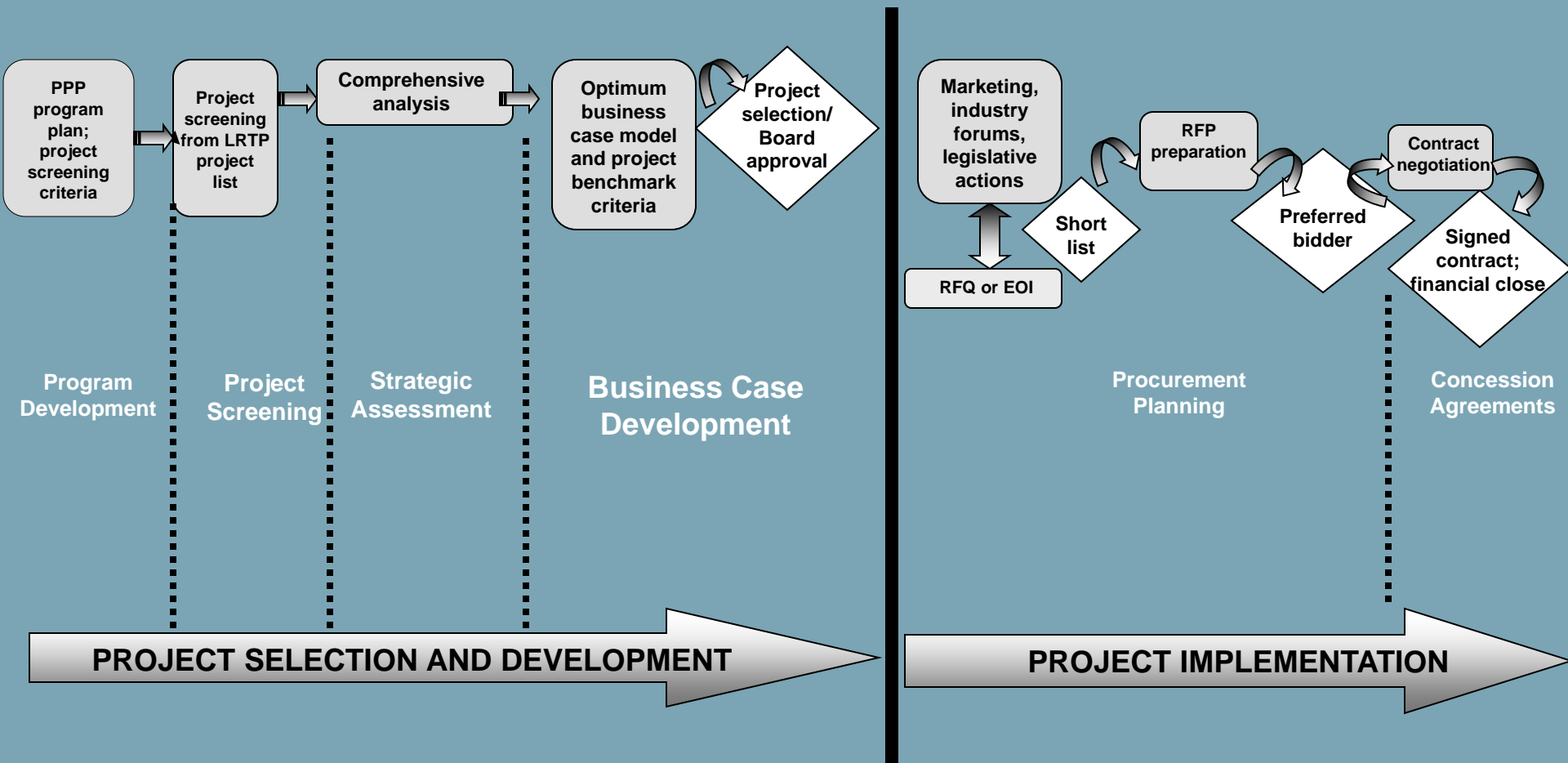


Public-Private Partnerships:

Focus on Life-Cycle Costs and Revenues

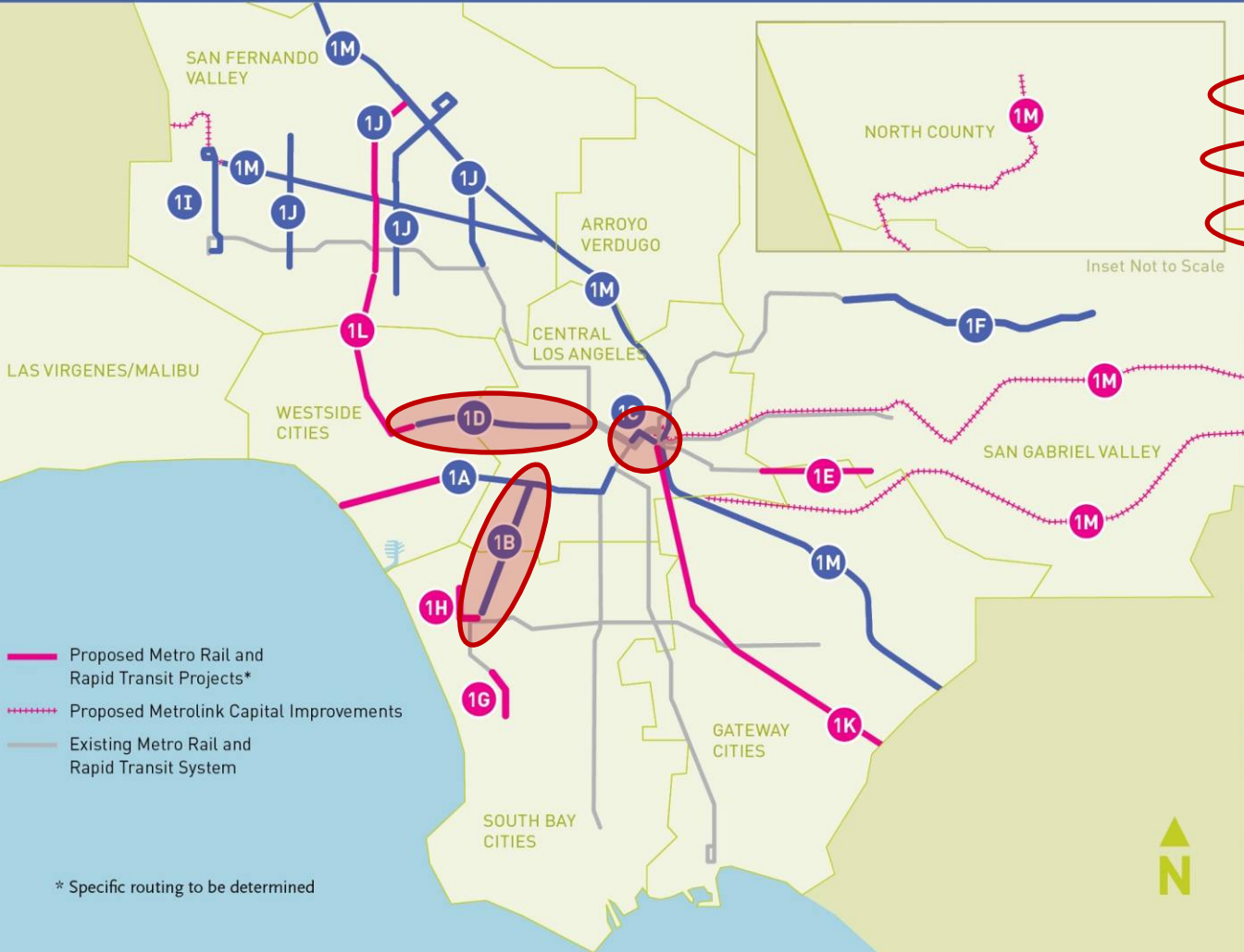
- Achieve accelerated project delivery
 - Project activities in “parallel”
- Insure project quality throughout life cycle
 - Private financial participation (“skin in the game”)
- Reduce risks
 - Eliminate/lessen risk of project cost overruns/change orders
 - Reduce public sector risks by strengthening project interfaces
- 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
 - Value creation and user revenue streams (e.g., transit-oriented development, road tolls)
 - Federal funding sources

Public-Private Partnership Program: Programmatic Approach to Project Delivery



Measure R Transit Projects

MEASURE R Proposed Rail and Rapid Transit Expansion



Project Name

- 1A Exposition Boulevard Light Rail Transit*
- 1B Crenshaw Transit Corridor (project acceleration)*
- 1C Regional Connector: Links Local Rail Lines*
- 1D Westside Subway Extension* (to be opened in segments)
- 1E Gold Line Eastside Extension*
- 1F Gold Line Foothill Light Rail Transit Extension
- 1G Green Line Extension: Redondo Beach Station to South Bay Corridor*
- 1H Green Line Extension to Los Angeles International Airport*
- 1I San Fernando Valley North-South Rapidways: Canoga Corridor (project acceleration)*
- 1J San Fernando Valley East North-South Rapidways (project acceleration)*
- 1K West Santa Ana Branch Corridor*
- 1L San Fernando Valley I-405 Corridor Connection*
- 1M Metrolink Capital Improvement Projects (Los Angeles County)

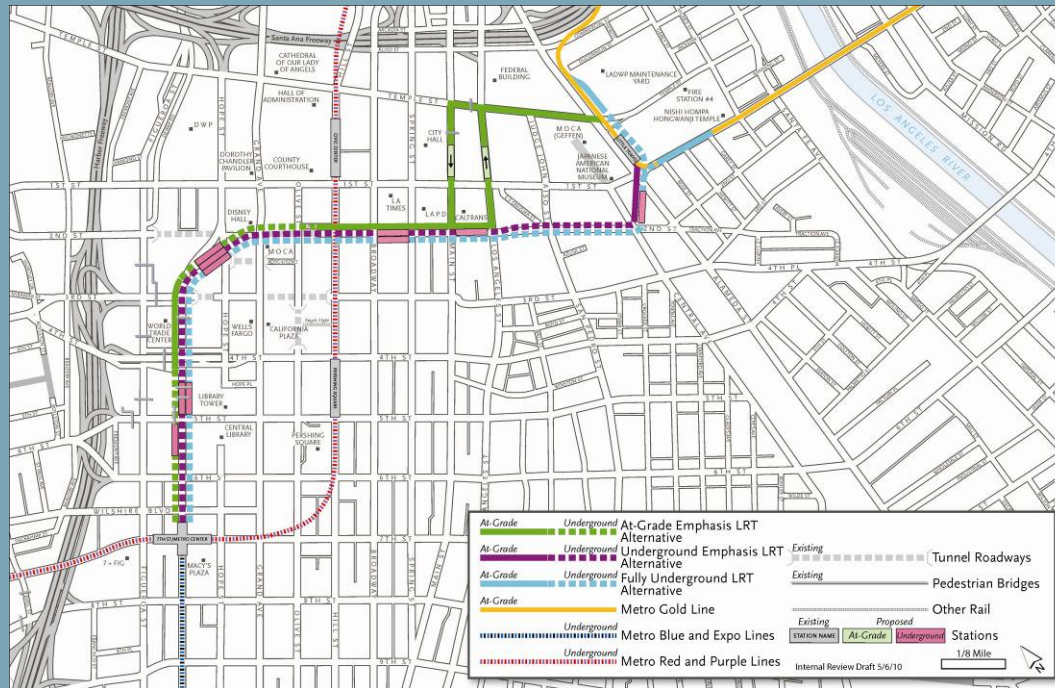
Projects under study for alternative project delivery are circled in red.

Crenshaw/LAX Transit Corridor

- 8.5 miles light rail from Metro Green Line to Expo Line
- Potentially linking LAX airport to existing and planned rail lines
- Six stations, two optional stations
- Alignment (at-grade, with grade separations)
- Environmental complete Spring 2011
- Planned opening date, 2018
- *Measure R: \$1.2 billion*

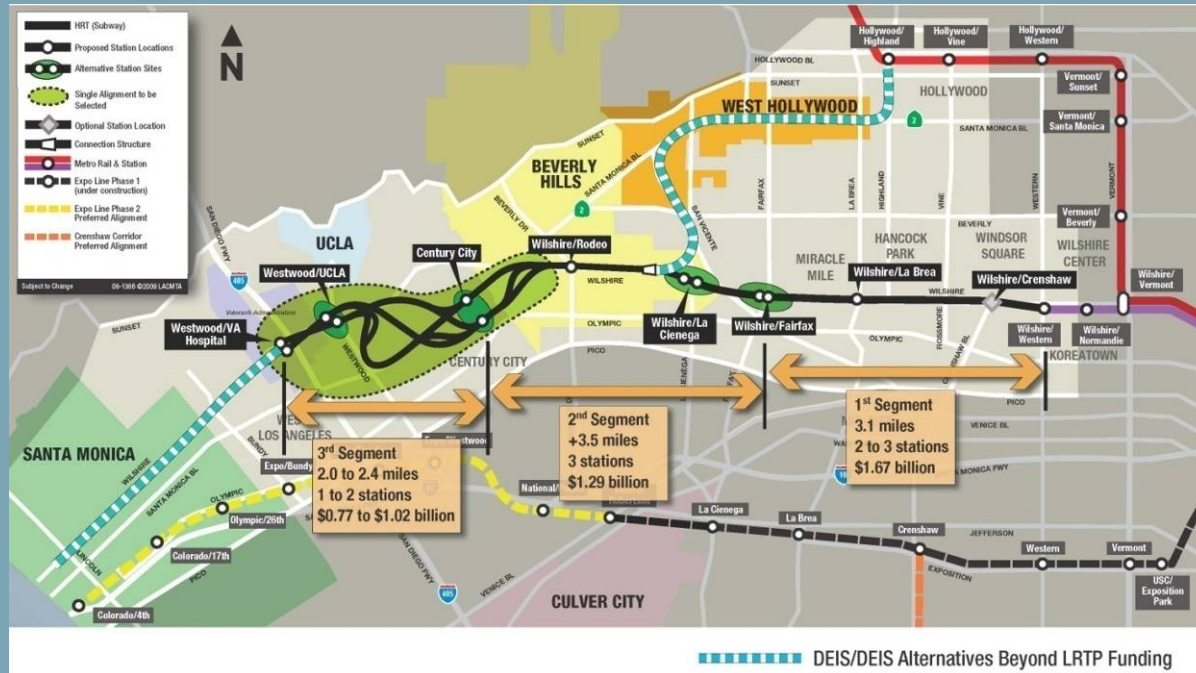


Regional Connector Transit Corridor



- 1.8 miles of light rail connecting regional commuter rail, Amtrak and light rail and subway lines in downtown LA
- One of two projects seeking federal “New Starts” funds
- Environmental complete Fall 2011
- Scheduled to open 2019
- *Measure R: \$160 Million*

Westside Subway Extension



- 8.5 miles of heavy rail subway extending Metro Rail’s Purple Line
- One of two projects seeking federal “New Starts” funds
- Environmental complete Fall 2011
- First phase to open 2019
- *Measure R: \$4.2 Billion*

Measure R Highway Projects

MEASURE R Proposed Highway Improvements



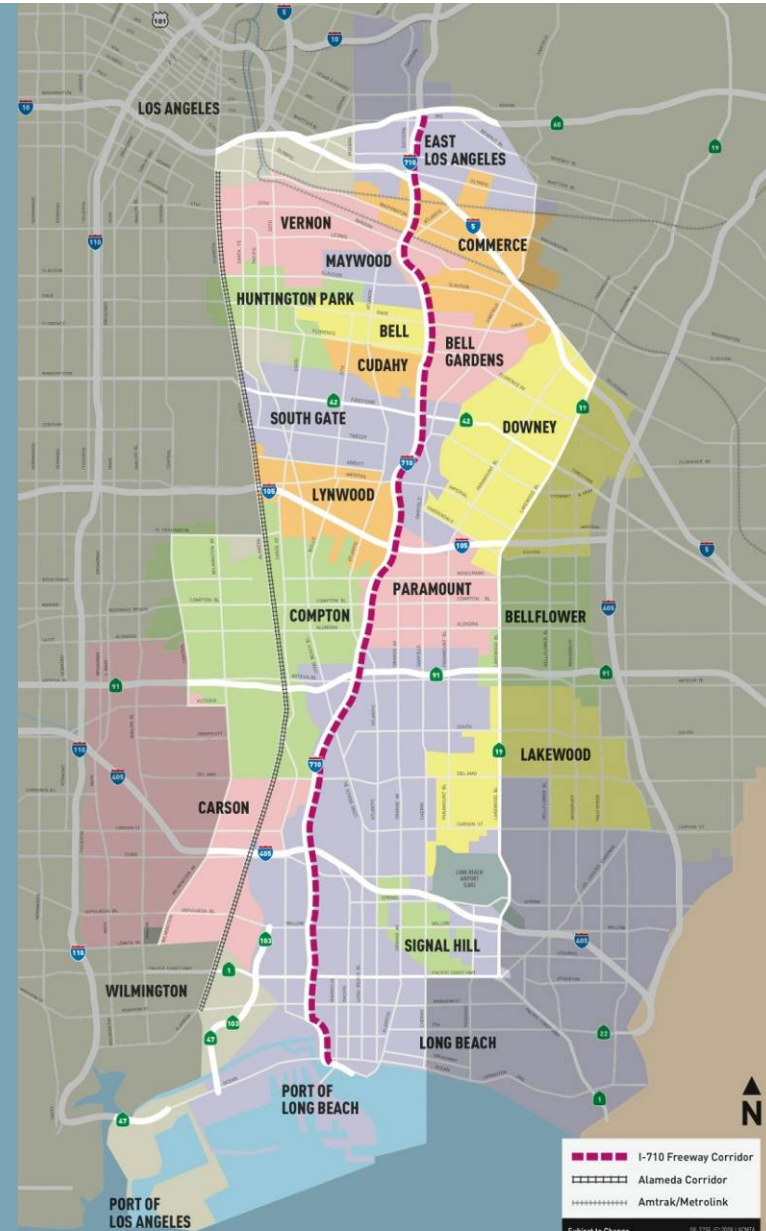
Project Name

- 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*
- 5C** BNSF Grade Separations
- 5D** Alameda Corridor East Grade Separations Phase II
- Projects under study for alternative project delivery are circled in red.

* Specific routing to be determined

I-710 South Corridor

- Improvement of 18 miles of freeway:
 - Freeway widening to 10 lanes
 - Construction of 4-lane exclusive tolled freight truck corridor (16 miles)
 - Improvement of most existing interchanges
- Connects Ports of LA and Long Beach with rail distribution centers
- Environmental complete in Fall 2012
- *Measure R: \$590 Million*



SR 710 North Gap

- Extension of existing Long Beach Freeway to I-210
- Proposed tunnel for significant portion of alignment
- Scoping for EIR/EIS complete April 2011
- *Measure R: \$1 Billion*

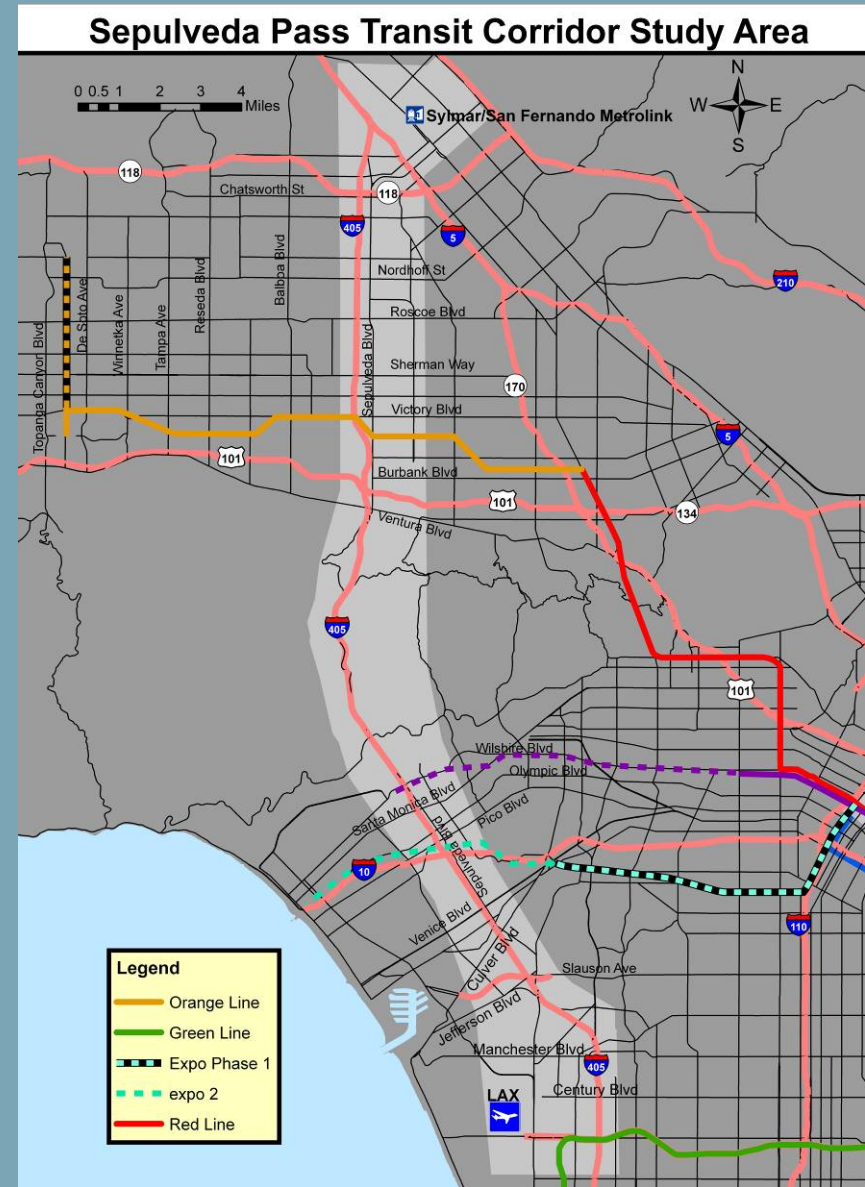
Legend

- Stations
- Metro Lines**
 - Metro Gold Line
 - Metro Silver Line
- Highways**
 - Limited Access
 - Highway
 - Major Road
 - Local Road
- Railroads
- Airport Areas
- National Park - Forest
- State Park or Forest
- Local Park
- County Boundaries
- County Areas
- Rte 710 Tunnel Feasibility Technical Assessment Study Area



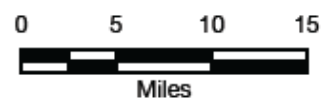
Sepulveda Pass Transit Corridor (New)

- Transit connection between the San Fernando Valley and Westside
- Preparing private sector Request for Information/Qualifications to focus environmental
- Measure R: \$1.0 billion (2008\$)



High Desert Corridor

- 63-mile east west corridor from SR-14 to I-15
- Toll Road in Central Segment
- Caltrans lead for environmental clearance, scheduled Spring 2013
- *Measure R: \$33 million (environmental)*



1:700,000

Data Sources:
Base map from ESRI® Data & Maps: StreetMap™ (2008)



SCHEMATIC

High Desert Corridor – Initial P3 Analysis

- Public-Private Partnership Project Delivery
 - Staged construction program
 - Tolloed central section: Design-Build-Finance-Operate-Maintain
 - Initial Phase: 4 lanes
 - Subsequent Phases: Widen as demand and toll revenue increases
 - Non-tolloed sections: Design-Build east and west segments

High Desert Corridor – Initial P3 Analysis

- Benefits of Public-Private Partnership Delivery
 - Accelerate completion of HDC from SR-14 to I-15 by up to four years
 - Reduce significantly the need for public funding
 - Share project development and operations risks between public and private sectors

High Desert Corridor – Initial P3 Analysis

- Funding
 - Tolls could cover more than half the costs of the HDC
 - Capital construction
 - Operations and maintenance
 - Potential funding/revenue sources
 - Federal trade corridor funding
 - Desert Express
 - Utility corridors
 - Joint development/development rights

High Desert Corridor – Initial P3 Analysis

- Availability Payment Approach
 - Blends toll revenue, public funding sources and non-toll revenues
 - Facilitates cost savings through 35+ year concession
 - Assures facility “availability” through concession payments
 - Generates competitive bidding
 - Attractive to contractors owing to elimination of “revenue risk”

Current Status

- EIR/S underway by Caltrans
 - All segments under study
 - Impact of High Speed Rail and Desert Express
 - Alignment options and costs
 - Record of Decision – Spring 2013
- P3 business planning underway by Metro
 - Cost estimates
 - Traffic and revenue estimates
 - Financial modeling

Business Plan

- Completion early 2012
- Identification of funding gap
- Definition of tolling regime
- Optimal project staging and delivery
- Determination of public-private partnership delivery model

Next Steps

- Conduct industry review and outreach
- Coordinate with FHWA to incorporate project streamlining options
- Coordinate with state agencies involved in SB 4 review
- Develop procurement and concession planning processes and materials