



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

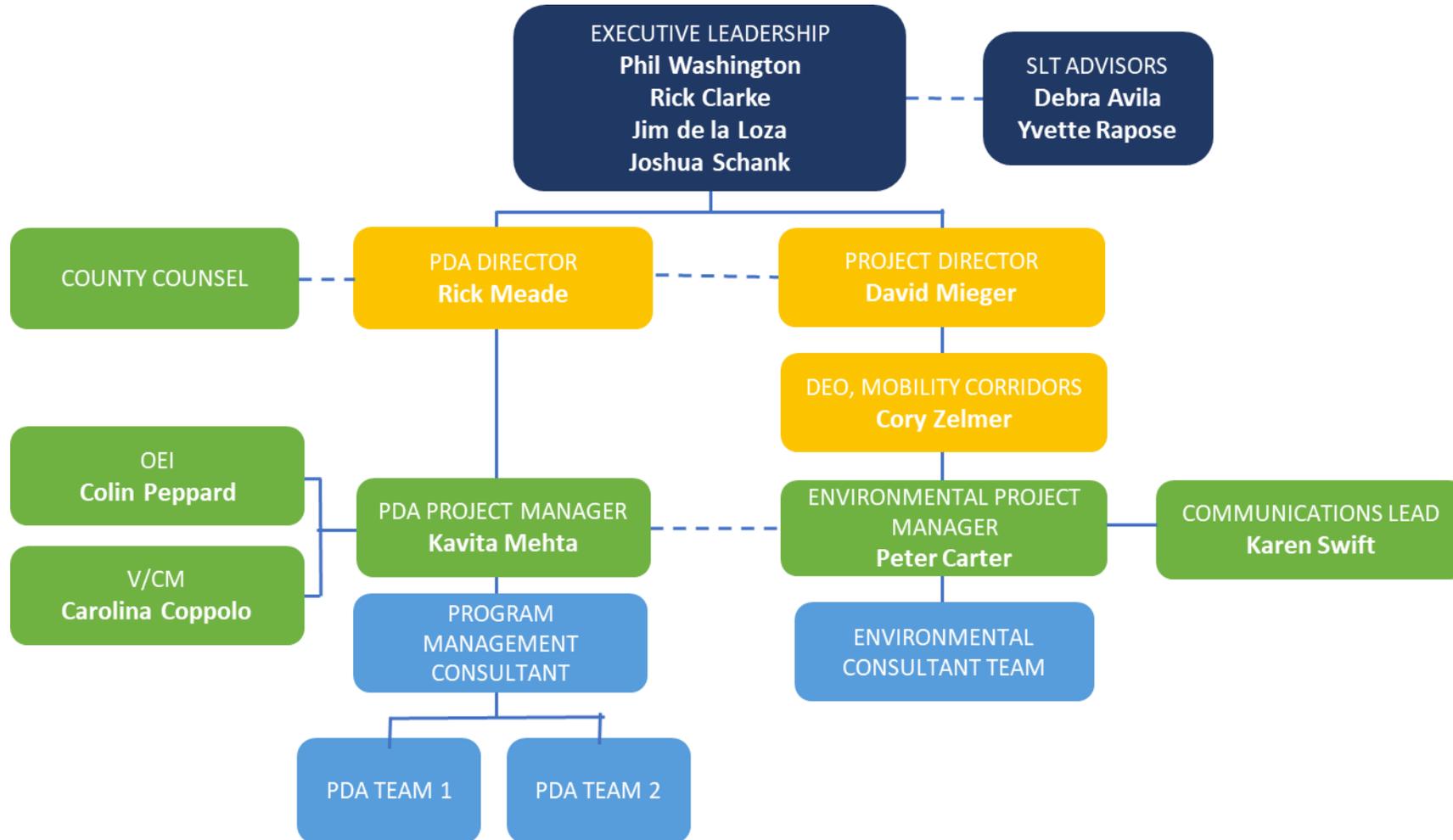
RFP No. PS66773 Sepulveda Transit Corridor
Pre-Development Agreement (PDA)
Recommendation for Awards



Metro®

February 2021

Project Organizational Structure



Key Team Members



Karen Swift
Senior Manager,
Community
Relations



Peter Carter
Senior Manager,
Countywide Planning
& Development



Kavita Mehta
Deputy Executive Officer,
Program Management



Colin Peppard
Senior Director,
Office of Extraordinary
Innovation



Carolina Coppolo
Executive Officer,
Vendor/Contract
Management

Why are we using a PDA?

- > **We have a once-in-a-generation opportunity to redefine mobility in one of America's most challenging travel corridors**
 - Urgent need for mobility improvements to connect major travel markets, including but not limited to large institutions, major employment centers, and transportation hubs
 - Geography & existing built environment are significant feasibility challenges
 - Measure M expenditure plan includes approximately \$5.7B for new transit service to connect the San Fernando Valley and the Westside, and approximately \$3.8B for Westside to LAX (in 2015\$).
- > **Objective: Balance mobility and performance with risk, cost, and constructability**
 - Early project design decisions often critical to feasibility & project delivery success
 - PDA brings private sector insight, innovation to bear early, avoiding or mitigating risks
 - “Skin-in-the-game” offers powerful incentives to design and deliver the greatest benefit for available funding on an aggressive timeline



How does a PDA work?

Early private sector participation in project definition/design as a partnership with Metro

1. PDA Contractor provides technical work to support project development
2. Parallel to environmental review and approval process
3. Proposed concept design to be refined based on technical study and public feedback through environmental/PDA Process, with multiple “off-ramps”
4. Upon feasibility, Metro specifies final delivery approach, performance requirements
5. The selected PDA Contractor may submit a proposal a proposal for implementation if requested by Metro
6. If offer is not acceptable, Metro may procure delivery through a different approach

PDA Structure: Phases of Work

Phase	PDA Activities	Number of PDA Developers	Duration Months*
Alternatives Definition	Refine alternatives and incorporate stakeholder feedback	Up to 2	9
Conceptual Engineering and Analysis	Conceptual engineering and analysis of environmental impacts, performance, constructability, cost, and risk for DEIR	Up to 2	13
Conceptual Engineering to support LPA	Develop indicative performance and cost reports to finalize DEIR and LPA Selection	Up to 2	9
Final Technical Concept	Refine engineering for FEIR, performance analysis, contract terms and conditions, risk allocation, and pricing	1	11
Proposal for Implementation	Finalize FEIR; Issue Metro Request for presumed fixed-price P3 delivery proposal; Evaluate Proposal and close transaction	1	10

**subject to change*

Approach to PDA Procurement

Metro would ask each proposing team to submit the following:

- > Transit concept that meets/exceeds Project Goals, adheres to Project Parameters, likely to be feasible, as starting point for development (PDA) work during environmental process
- > An approach to developing that concept into a design for construction that will deliver on Project Goals for the public
- > Qualifications/experience for project development & delivery/implementation

Selection would focus on identifying the best partner(s) across a range of qualities

- > Quality of concept, quality of approach, development experience, delivery experience, price components, diversity/inclusion
- > Metro may select *up to two* PDA Teams; Highest scoring teams proposing different modes



Procurement Timeline

- > **July 2019:** Board approved PDA approach to award up to two contracts for different technologies
- > **August 2019:** Sepulveda Industry Forum Outreach
- > **October 2019:** Request for Proposals issued
 - Five teams passed Initial Qualifications requirements
- > **August 2020:** Four Proposals received
 1. LA SkyRail Express (Monorail)
 2. Sepulveda Transit Corridor Partners - Bechtel (Heavy Rail)
 3. Sepulveda Transit Corridor Partners – Fengate (Light Rail)
 4. Tutor Perini, Parsons & Plenary (Heavy Rail)
- > **Sept 2020-Jan 2021:** Proposal Evaluation Team process



Evaluation Criteria

> **Technical – 630 points**

- Qualifications and experience to support project development (110 points)
- Approach to completing PDA work (290 points)
- Quality of Proposer's Transit Solution Concept (TSC) (230 points)

> **Financial – 230 points**

- Project finance experience, investment capacity, project delivery plan and financial strength (110 points)
- Quality of TSC Financial Feasibility Plan (120 points)

> **PDA Price – 130 points**

- PDA price (100 points)
- Implementation profit margin (30 points)

> **Inclusivity and Diversity – 40 points**

- Contractor Outreach Mentor Protégé Plan (40 points)



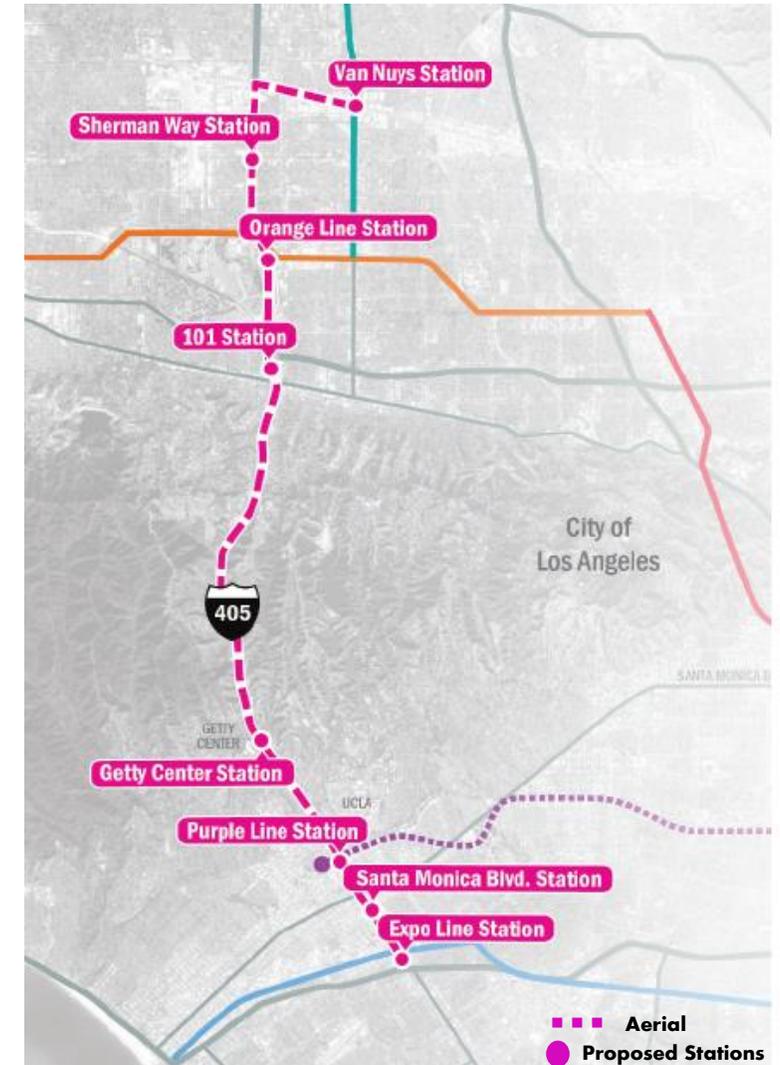
Final Evaluation Scores

Proposer/Mode	Technical (630 points) Financial (230 points) (860 points)	PDA Price (100 points)	Implementation Profit Margin (30 points)	Inclusion and Diversity (40 points)	Grand Total (1030 points)
LA SkyRail Express / MRT	673.14	100.00	26.67	40.00	839.81
STCP Bechtel / HRT	620.93	91.02	30.00	30.00	771.95
Tutor Perini, Parsons & Plenary / HRT	579.02	88.96	30.00	20.00	717.98
STCP Fengate / LRT	638.76	0.00	30.00	35.00	703.76

Recommended Proposer – LA SkyRail Express

Proposal Highlights

- > Mode: Monorail
- > 100% Aerial Alignment (I-405 ROW)
- > Automated Operations
- > Valley to Westside Trip Time: 24 minutes
- > \$6.1 billion (2020\$) Capital Cost (for Baseline proposal)
- > ~\$63m/yr Operating Expenses (2035\$)
- > Team with direct experience with this technology
- > Early consideration of O&M requirements to minimize lifecycle costs
- > Demonstrated financial experience on P3 projects in the US and abroad



Adapted from Proposer's Map

Recommended Proposer – Sepulveda Transit Corridor Partners (Bechtel)

Proposal Highlights

- > Mode: Heavy Rail
- > 62% of Alignment is Underground/Tunnel
- > Automated Operations
- > Valley to Westside Trip Time: 19.7 minutes
- > \$10.8 billion (2020\$) Capital Cost
- > ~\$118m/yr Operating Expenses (2035\$)
- > Detailed stations plans, connections/transfers, and integration with the surroundings
- > Good understanding of geo-technical issues; well-defined construction approach
- > Demonstrated financial experience across a range of project types of similar complexity



Adapted from Proposer's Map

Recommendation and Next Steps

Recommendation

- > RECEIVE AND FILE staff recommendation for the award of up to two contracts to furnish all goods and services required for the performance of pre-development work for the Sepulveda Transit Corridor Project, for future consideration.

Next Steps

- > Return to the March Board Meeting for Board approval of contract award and authorize staff to execute two PDA contracts with the following Proposers:
 - LA SkyRail Express (Monorail) – for a not-to-exceed amount of \$63,605,132
 - STCP Bechtel (Heavy Rail) – for a not-to-exceed amount of \$69,882,427
- > Begin project environmental phase, including public scoping process, after contract awards and onboarding of PDA teams

Project Schedule



Early Planning and Procurement

2017-2021

Metro conducts Feasibility Study of transit service between San Fernando Valley and LAX.

Metro issues requests for proposals and selects contractors for environmental, outreach, and up to two Pre-Development Agreement (PDA) teams.



Pre-Development Agreement and Environmental Review

2021-2025

PDA teams develop project alternatives optimized for public-private partnership (P3) delivery.

Metro conducts state and federal environmental studies.



Public-Private Partnership

2025

Metro issues request for P3 proposal for LPA delivery.



Metro

Thank You

QUESTIONS?