



Los Angeles California

Organizing Los Angeles County Rail Projects for Success

*Honolulu Transit Symposium
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Honolulu, Hawaii*

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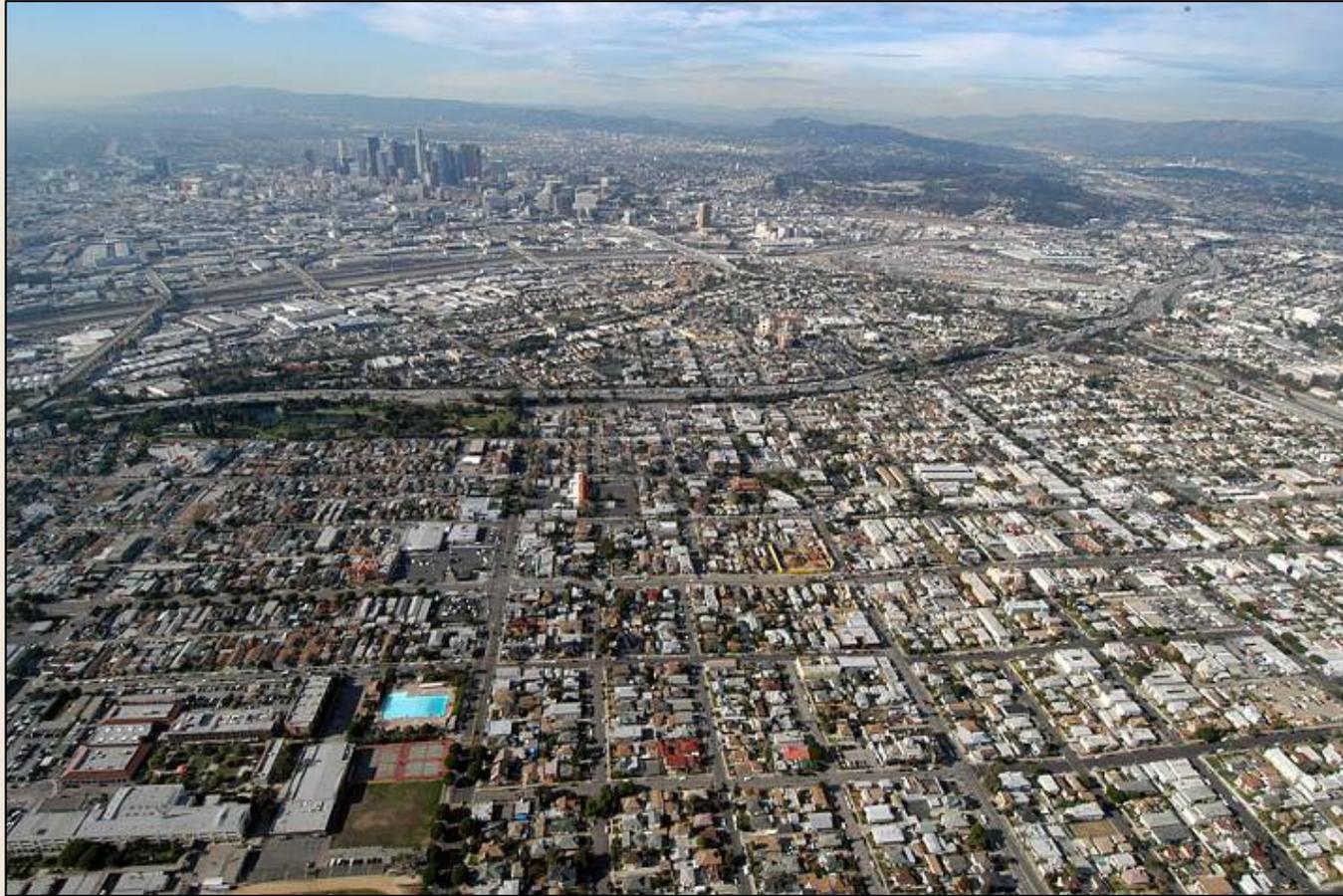
Los Angeles, California



- ❑ 10 million people live in the Los Angeles region.
- ❑ By 2030, 2 to 3 million more people will arrive.



The Population Density of the Los Angeles Region Is One of the Highest in Nation



The Worst Traffic Congestion in the United States



What's the solution?....

*More public transit, supported by
higher density development
along transit corridors (TOD)*

Planned Rail Expansion

<u>Rail Project</u>	<u>Length</u>	<u>Cost*</u>
Gold Line – Eastside Extension	6mi / 3.7km	\$0.9 billion
Exposition Line – Phase 1, 11	16.1mi / 10km	\$1.4 billion
Purple Line – Phase I, II, III	13mi / 8.1km	\$5.2 billion
Downtown Regional Connector Line	2mi / 1.2km	\$0.8 billion
Gold Line – Foothill Extension	24mi / 15km	\$1.4 billion
*U.S. Dollars	<i>TOTAL</i>	<i>61.1mi / 38 km</i>
		<i>\$9.7 billion</i>

Adopted Method of Delivery

Key Components to the Project Delivery Process

- Use of Joint Powers Authority
- Use of Design-Build Procurement
- Focus on Transit Oriented Development

Adopted Method of Delivery

Benefits of Joint Powers Authority

- Political Influence to Solve Problems
- Quick Decision Making
- Simplified Communications
- Small Experienced Staff with Single Focus/Commitment

Adopted Method of Delivery

Benefits of Design–Build Contracting Approach

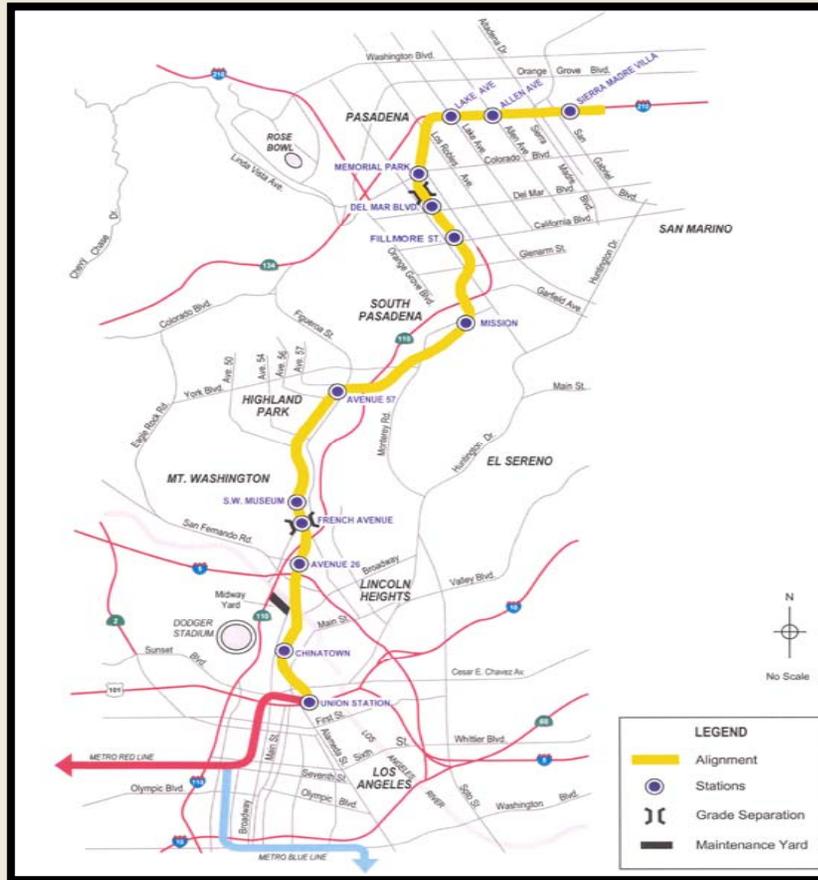
- Expedited Delivery (typically 2 years faster)
- Combined Design & Construction Under Single Source
- Project Cost Known Earlier
- Can Manage Project with Smaller Staff

Adopted Method of Delivery

Benefits of Transit Oriented Development

- Can help offset capital and/or operating costs
- Often can work in tandem with redevelopment goals and objectives
- Can help satisfy regional growth needs in a more efficient and effective manner

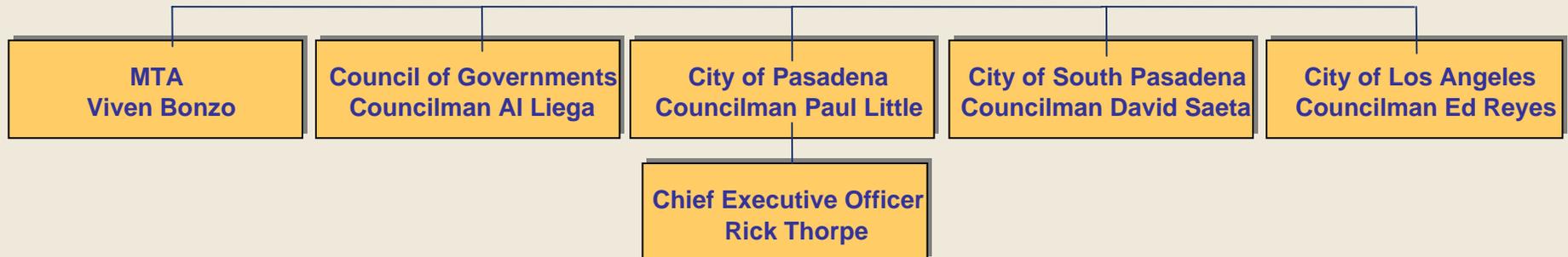
Gold Line Light Rail Project



- 13.7 Miles Long
- 13 Stations
- 18,000 Riders per Day
- 33 Minute Travel Time
- Trains Every 7.5 Minutes
- Total Cost - \$725 Million

Gold Line Light Rail Project

Joint Powers Authority Board of Directors



Gold Line Light Rail Project

Use of Design-Build Procurement

- Resulted in early Designer/Contractor collaboration
- Greatly Reduced Owner Management Costs
- Resulted in fewer Change Orders



Gold Line Light Rail Project

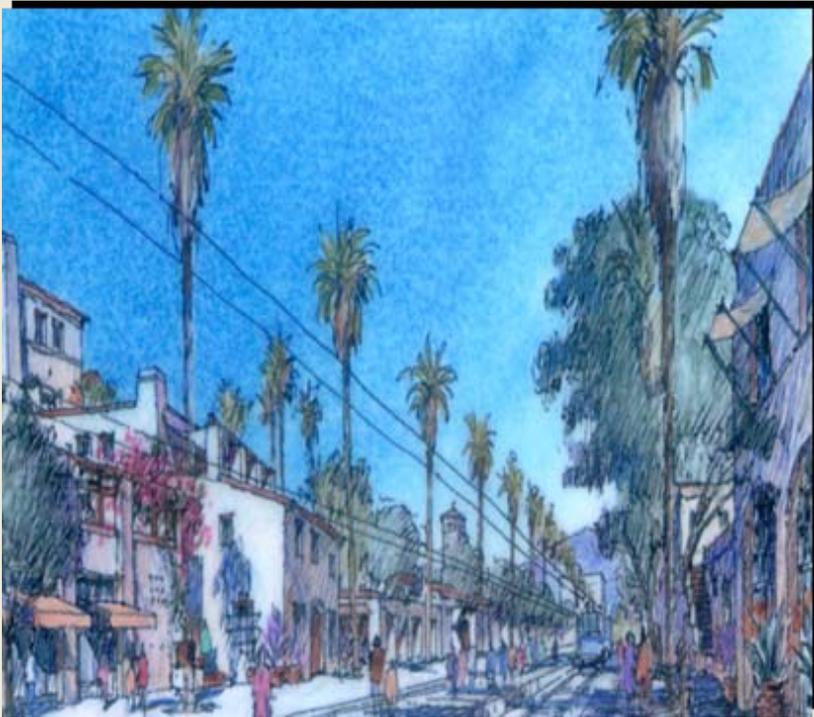
Joint Development Revenues

Revenue Source	Amount*
Chinatown Joint Development	\$ 4.5
Fillmore Joint Development	\$ 2.0
Del Mar Joint Development	\$ 13.6
SMV Joint Development	\$ 6.0
Parking Structures	<u>\$ 10.0</u>
<i>Public/Private Total</i>	<i>\$ 36.1</i>

* \$ in Millions

Gold Line Light Rail Project

Del Mar Joint Development Project



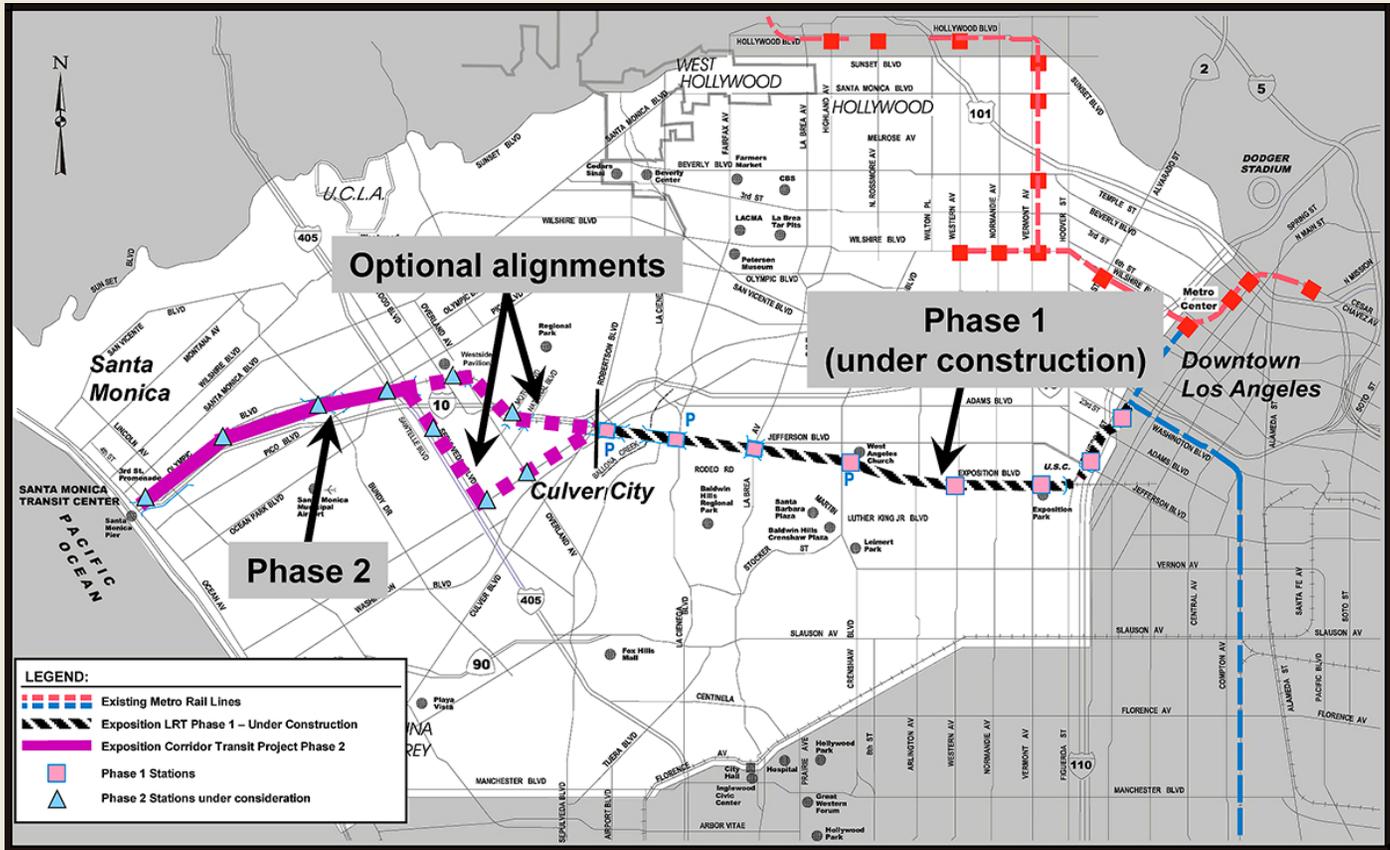
- Located Near the Historic Old Pasadena Retail District
- 3.5 Acre Development
- Mixed Use That Included High Density Multi-Family Housing with Some Ground Level Retail
- Also Included Conversion of Historic Depot into a Restaurant
- Station & Development Was Fully Integrated
- Revenue Generated - \$13.6 Million

Gold Line Light Rail Project

Opening Day – July, 2003



Expo Light Rail Project



Phase 2 Station locations currently under consideration

Expo Light Rail Project

Joint Powers Authority Board Of Directors

Pam O'Connor
City Council Member
Santa Monica

Alan Corlin
Mayor
Culver City

Bernard Parks
City Council Member
8th District
Los Angeles

Jan Perry – Chair
City Council Member
9th District
Los Angeles

Herb Wesson – Vice Chair
City Council Member
10th District
Los Angeles

Yvonne B. Burke
Supervisor
Second District
Los Angeles County

Zev Yaroslavsky
Supervisor
Third District
Los Angeles County

Roger Snoble
Ex Officio Member
Chief Executive Officer
Metro

Expo Light Rail Project

Procurement Approach – Negotiated Design-Build

- ❑ Similar to Design-Build, but instead of receiving prices at the beginning of the project, costs are negotiated after design is complete.
- ❑ Negotiated costs are then converted to a firm fixed price contract. If the parties can't reach agreement the Authority bids the work out.
- ❑ This approach minimizes the risk to the contractor, yet still places the responsibility for both design and construction with one group, usually a joint venture partnership



Expo Light Rail Project



National Blvd. in Culver City

- Station in Culver City will be integrated with surrounding Joint Development



