

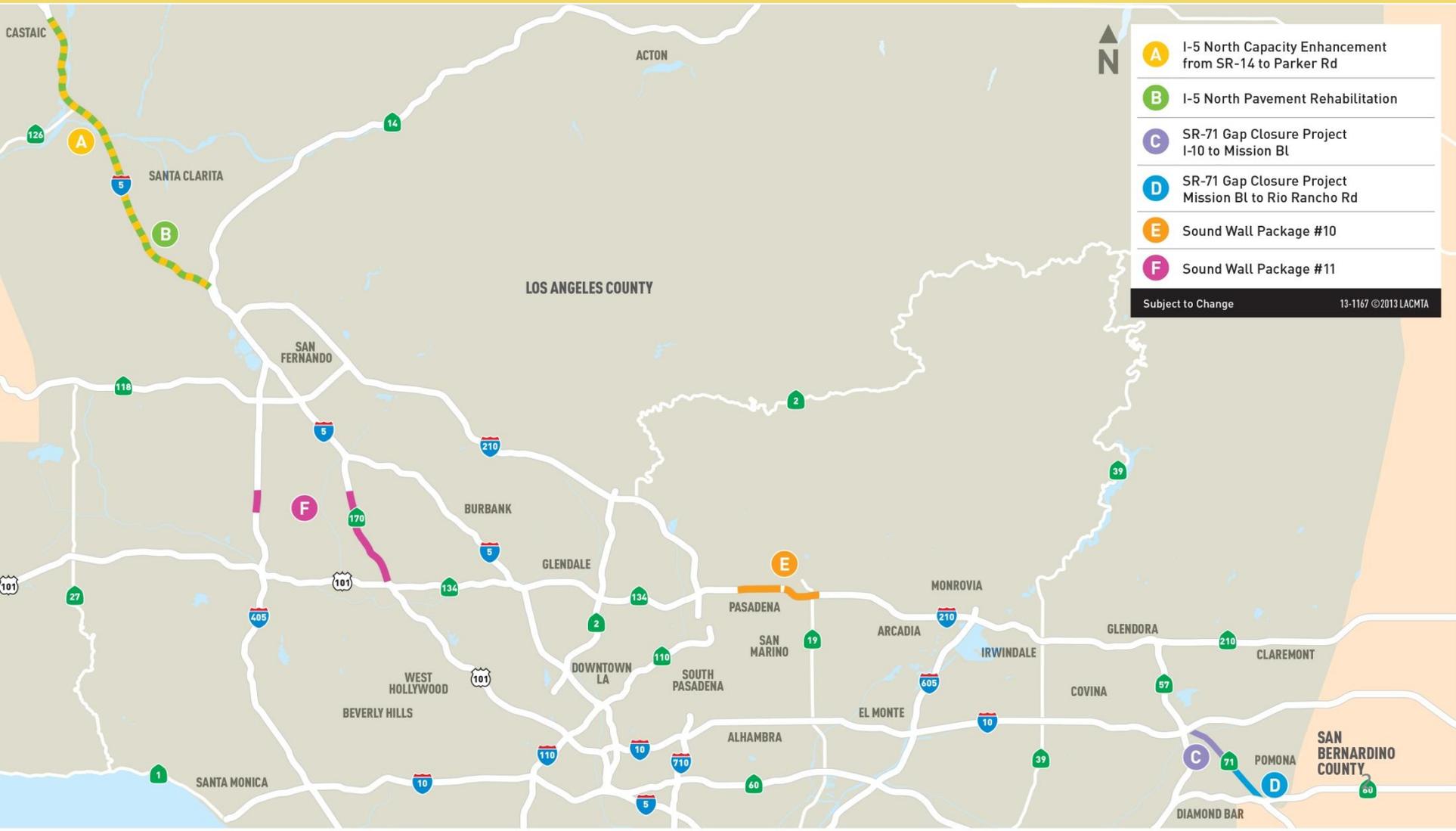
Accelerated Regional Transportation Improvements (ARTI) Project



Metro



ARTI Elements



Scope

Project Name/Location	Project Scope	Length
A. I-5 North Capacity Enhancement from SR-14 to Parker Road	<ul style="list-style-type: none"> • Add one High Occupancy Toll Lane in each direction • Add one truck lane in the southerly direction between Pico Canyon Road to SR14 	13.5 miles
B. I-5 N Pavement Rehabilitation	<ul style="list-style-type: none"> • Repave general purpose lanes 	13.5 miles
C. SR-71 Gap Closure from I-10 to Mission Boulevard	<ul style="list-style-type: none"> • Add one High Occupancy Vehicle (HOV) lane in each direction • Add one Mixed Flow Lane in each direction 	1.7 miles
D. SR-71 Gap Project, Mission Boulevard to Rio Rancho Road	<ul style="list-style-type: none"> • Add one HOV lane in each direction • Add one Mixed Flow Lane in each direction 	2.6 miles
E. Soundwall Package 10 and 10a	<ul style="list-style-type: none"> • On various locations along I-210 in Arcadia and Pasadena 	3.8 miles
F. Soundwall Package 11	<ul style="list-style-type: none"> • On SR-170 between SR-134 and Sherman Way • On I-405 in the vicinity of Stagg Street 	5.5 miles



Project Features

- Funds are programmed in different years* (as late as 2040)
- Bundling of projects enables cash stream over 35 year period
- Soundwalls and SR 71 are key in enabling constant flow of funding
- Tolling on I-5 closes **funding gap**

*Over 70% of funds allocated are local



Analysis of Best Public Option

- Project Sponsors evaluated DBFOM, DB and DBB looking to identify the mechanism that would:
 - Accelerate delivery of the project
 - Achieve most cost-effective use of public funds
 - Optimize risk allocation and provide best cost control and schedule certainty
 - Ensure asset quality and public safety over the life of the project



Benefits of P3

- ARTI Project could be completed by 2019 – **two decades earlier, creating 9,000 jobs**
- Controlling cost and schedule risk borne by Developer
- Operations and Maintenance cost borne by Developer (35 years)
- Contract provisions provide Sponsors oversight and safety enforcement
- Increases safety, connectivity, while adding capacity and reducing congestion

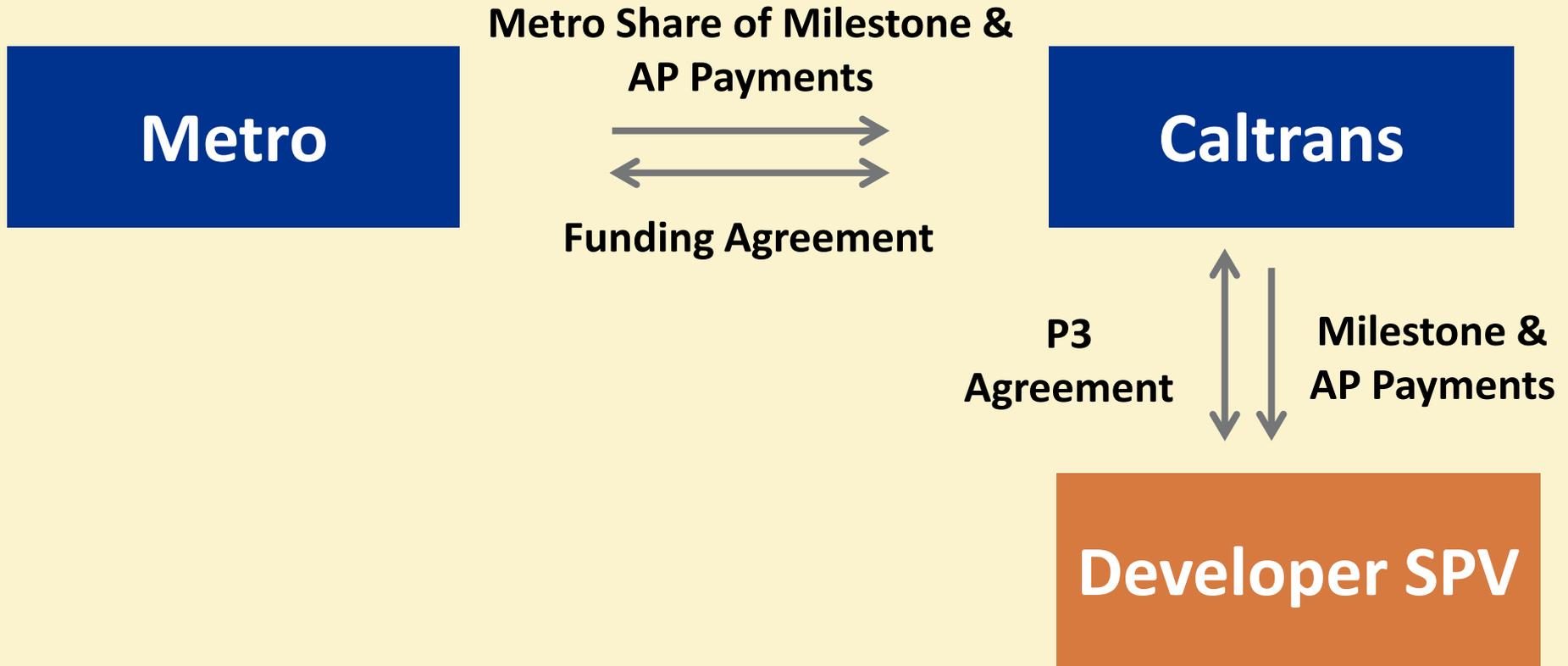


The Case for P3

In the analysis of DBB, DB, and DBFOM, a business case was conducted and indicates that DBFOM is the best value for money. The details of this analysis will be shared with CTC staff soon.



ARTI Project Structure



Schedule

Milestone	Date
Issue RFQ	May 31, 2013
Shortlist Announcement	August 30, 2013
CTC Hearing	October 2013
Issue draft RFP to Shortlisted Respondents	October 2013
Issue final RFP	Spring 2014
Anticipated Developer Selection	Summer 2014
Anticipated Commercial/Financial Close	Winter 2014/2015
Anticipated NTP for Design and Construction	Spring 2015

