



Michael I. Schneider
Senior Vice President and Managing Director
HDR / InfraConsult

Michael Schneider is co-founder and Managing Partner of InfraConsult LLC, a program management and strategic advisory firm with primary focus in the transport sector. InfraConsult was recently acquired by HDR Inc., a global engineering and infrastructure services firm with over 8000 professionals worldwide, where Mr. Schneider serves as Senior Vice President and Managing Director of the firm's Global Strategic Advisory Practice for Transportation and Infrastructure.

Mr. Schneider has compiled a significant record of accomplishment in the infrastructure services industry during his 40 years of professional practice and program management, with industry-leading experience in the creation of public-private partnerships and project development organizations. Spanning both the technical and financial elements of project development, construction, and operation, Mike brings a depth of direct project implementation experience uncommon in the infrastructure advisory field.

Education

M.A., Urban/Regional Planning, UCLA School of Architecture and Urban Planning, 1972
B.S., Civil Engineering, UCLA School of Engineering and Applied Science, 1970

Professional Affiliations

American Public Transportation Association (APTA)
Chair, National Committee on Public-Private Partnerships
Member, Board of Directors
American Road and Transportation Builders Association (ARTBA)
Recipient, Career Achievement Award: *Innovation in Project Delivery*, 2008
Recipient, Transportation Entrepreneur of the Year, 2003
American Society of Civil Engineers (ASCE)
International Bridge, Tunnel, and Turnpike Association (IBTTA)
American Council of Engineering Companies (ACEC)
Past Chair, Committee on Project Delivery
Transportation Research Board (TRB)
Past Chair, Committee on Tourism and Recreational Travel
International Union for Urban Transport (UITP)

Previous Employment

City of Los Angeles Department of Traffic (1969-1972)
• Associate Engineer, Community Projects Liaison

VTN Corporation, Irvine CA (1972-1975)

- Project Manager, Transportation and Urban Transit Programs

Parsons Brinckerhoff Group (1975-2006)

- Member, Board of Directors and Senior Shareholder
- Executive Vice President and Director of Corporate Development (2002-2006)
- Executive Vice President and Global Director of Professional Practice (1998-2002)
- Chairman and Chief Executive Officer, PB Consult, Inc. (1999-2006)
- President, PB Infrastructure Development Company, Inc. (1991-2001)
- Senior Vice President, Parsons Brinckerhoff International, Inc. (1989-2002)
- Chief Operating Officer, Parsons Brinckerhoff, Western United States (1986-1996)
- Manager of Strategic Business Development (1981-1986)
- Senior Project Manager (1975-1981)

Professional Qualifications

Michael Schneider's career has incorporated development of urban and intercity transit and rail, highway and toll road projects, innovative transport financing programs, and public-private partnerships for infrastructure development both in the United States and in many parts of the world. Professionally, Mr. Schneider is a civil engineer, urban planner, and transport economist whose primary area of expertise is planning, development, and operation of transportation systems and facilities. An expert in policy formation and strategic planning, Mike has provided such services for a large number of governmental and private sector organizations aiming to implement infrastructure projects of all modes and magnitudes.

Mr. Schneider's recent professional focus has been on the utilization of private sector participation in the delivery of transportation projects. He currently chairs the National Committee on Public-Private Partnerships of the American Public Transportation Association (APTA). He has authored over 75 papers and juried publications in the fields of infrastructure finance, project delivery, program management and business development. He is a frequent speaker at industry conferences and a lecturer at universities and academic institutions, and is active in local and statewide civic and community affairs.

In addition to his recognized expertise and professional endeavors in transportation project development, Mr. Schneider has held numerous organizational management and leadership roles, from management of project teams of 20 people, to leadership of a global corporation with over 10,000 people engaged in infrastructure planning and engineering services for the public and private sectors. Although he has lived and worked in various parts of the country and throughout the world, Mike maintains permanent residency in Los Angeles, California.

Following are representative projects led by Mr. Schneider in the fields of highways, toll roads, urban and intercity rail transit, and intermodal facilities.

Representative Highway and Toll Road Projects

- **Los Angeles County Public-Private Partnership Program.** Mike is currently serving as overall program director for a major program aimed at delivering a number of highway and transit projects utilizing private sector participation through a variety of public-private partnership (P3) arrangements. The program sponsor, the Los Angeles County Metropolitan Transportation Authority (Metro), is managing the development of some 50+ projects partially underwritten by Measure R, passed by the voters in 2008, which will generate over \$35 billion funded by a one-half cent sales tax. Initially, six projects are being assessed as potential P3 undertakings under Mike's direction. The highways include:
 - *High Desert Corridor*, a 50-mile, \$4.5 billion greenfield project connecting the major cities in northeastern Los Angeles County and western San Bernardino County, likely to be built as a toll highway
 - *I-710 (Long Beach Freeway) Freight Corridor*, a \$4 billion truck-only facility, to be built as part of a \$10.5 billion improvement program for this key route connecting the Ports of Los Angeles and Long Beach with the freight terminals and rail heads used for moving goods throughout the nation. Truck tolls are being assessed as a P3 option for the project.
 - *SR-710 Extension and Gap Closure Project*, a \$4 billion tunnel extension to the Long Beach Freeway which has been a "missing link" in Los Angeles' ground transportation system for many decades. The new tunnel connector will likely be built as a toll facility, potentially under a full P3 toll concession.
 - *Sepulveda Pass Transportation Corridor*, a potential \$10+ billion project designed to link the San Fernando Valley and the Westside/Los Angeles International Airport (LAX) in Los Angeles. The public-private partnership concept envisions one or two large-bore tunnels that would carry both a toll highway bypass to the I-405 Freeway – the most congested corridor in the United States – and a premium-level, automated rail transit system. The revenue potential in this high-demand corridor is immense, providing the impetus for a project largely funded from tolls, fares and related user fees.
- **Mississippi River Bridge Toll Crossing, St. Louis, Missouri.** Project Director for a comprehensive review of tolling options for a new bridge crossing between St. Louis, Missouri and East St. Louis, Illinois. The project examined the conditions of the existing bridges and assessed traffic and revenue potentials for rebuilding the Interstate Highway crossing between the two states. The technical and financial aspects of the evaluation were complicated by differing perspectives between the two DOTs on best methods to finance a new crossing. Approaches among various "signature" bridge options and more utilitarian structures were also explored, resulting in a series of recommendations eventually adopted by both states.
- **South Bay Expressway (SR 125), San Diego County California.** Founder and Chairman of California Transportation Ventures, Inc. (CTV), a project development company jointly owned by Parsons Brinckerhoff (US) and Egis Projects (France). CTV

was awarded the franchise by the State of California to finance, design, build, and operate the South Bay Expressway (SBX) for a period of up to 40 years. CTV was responsible for completing all of the environmental permitting, alignment design, preliminary engineering, and all related community and public liaison. Mike's staff provided financial, economic, and travel forecasting analysis in support of the project financing, and led the discussions with rating agencies, additional third party equity sources, and investment bankers. Working with the project's financial advisors, Mike led the effort to win one of the first federal loans under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA). The loan of \$141 million remains to date the only loan to a private company awarded by the USDOT.

- **Orange County Toll Roads, California.** Mike served as principal-in-charge and chairman of the joint venture board of control for the program management team undertaking the development and implementation of three new toll highways under the auspices of the Orange County Transportation Corridor Agencies (TCA). The three corridors are the 23-mile Eastern Transportation Corridor, the 28-mile Foothill Transportation Corridor, and the 15-mile San Joaquin Hills Transportation Corridor. These three highways were California's first toll roads, as well as the first major limited-access facilities in the state to be financed, in part, through a developer fee program. Under Mike's direction, the joint venture—the Corridor Design Management Group (CDMG)—was responsible for schedule, cost, and quality control; development of design criteria and standards; design team coordination; conceptual plan development; route selection; preliminary engineering; cost estimating; and design services during construction.
- **E-470 Toll Road, Denver, Colorado.** Mike directed a team responsible for planning, design, and construction management services for the initial sections of this 48-mile tollway that now forms the eastern half of a beltway encircling the Denver metropolitan area. Mike was a key participant in the funding/financial studies which led to the preparation of a bond financing package totaling \$722 million and to the development of cost- and revenue-sharing formulas for all public and private participants.

Representative Transit and Intercity Rail Projects

- **Los Angeles County Public-Private Partnership Program.** Mike is currently serving as overall program director for a major program aimed at delivering a number of highway and transit projects utilizing private sector participation through a variety of public-private partnership (P3) arrangements. The program sponsor, the Los Angeles County Metropolitan Transportation Authority (Metro), is managing the development of some 50+ projects partially underwritten by Measure R, passed by the voters in 2008, which will generate over \$35 billion funded by a one-half cent sales tax. Initially, six projects are being assessed as potential P3 undertakings under Mike's direction. The transit programs include:
 - *Westside Subway Extension*, a major undertaking to extend the existing Metro heavy rail system (Purple Line) to the western suburbs of Los Angeles. The project is a \$7 billion, 9.3 mile rail tunnel.
 - *Metro Regional Connector*, a complex transit connector, partially underground, that brings together Amtrak, commuter rail (MetroLink), heavy rail and light rail systems, estimated to cost approximately \$1.8 billion.

- *Crenshaw Corridor LRT*, a \$3.5 billion, new transit line in southwestern Los Angeles County, connecting to the existing Green Line and proceeding to connect with Los Angeles World Airport (LAX).
- **Honolulu High Capacity Transit Program, Hawaii.** Mike serves as project principal and formerly project director and project manager for the planning, design, engineering and construction of this new \$5.3 billion fully elevated and automated transit line, connecting western O'ahu with Downtown, Ala Moana Center, Waikiki and the University of Hawaii. InfraConsult serves as the overall program manager for this project under a 5-year renewable contract with the City/County of Honolulu. Initial construction contracts have been let, and the project is moving forward under combined local source and federal funding.
- **San Francisco Bay Area Intercity and High Speed Rail Program.** Mike is heading a team retained by the San Francisco County Transportation Authority (SFCTA) charged with developing a strategy and a set of staged implementation and financing options for integrating the proposed California High Speed Rail Program in the urbanized corridor connecting San Jose, Silicon Valley, and the new TransBay Terminal in Downtown San Francisco.
- **Northeast Corridor High Speed Rail Program.** Amtrak retained a world-class team to create a new plan of finance and implementation for this \$100 billion+ project to provide high speed rail service between Boston and Washington DC. Mike heads a subcontract team focused on alternative funding sources and federal participation for the program.
- **California High Speed Rail Business and Financial Plan.** Mike heads a project team serving as subcontractor on a major update of the technical and financial plan for the \$50 billion+ California High Speed Rail Program. The CHSRA retained this team recently to examine funding sources, financial strategies, and private sector participation through potential P3 arrangements for the program.
- **East Side Access Program (ESA), New York.** The Metropolitan Transit Authority Construction Corporation (MTACC) and the Long Island Rail Road (LIRR) has retained Mike and an InfraConsult team to provide advisory services and procurement planning for potential utilization of private concession contracts for delivery of this \$8.5 billion project. The ESA provides a direct connection on the LIRR from Queens (Jamaica Station) to the Grand Central Terminal (GCT) through utilization of tunnels under the East River and a new, deep bored tunnel under Park Avenue in Manhattan.
- **FrontLines 2015 Transit Development Program, Salt Lake City, Utah.** Mike is the project director of an InfraConsult team engaged in providing strategic program management for the Utah Transit Authority in planning, designing and constructing 70 miles of rail rapid transit, including both urban transit and intercity rail. The 7-year, \$5.5 billion program is moving forward, with several of the five discrete projects imbedded in the overall program currently under construction.