

Westside Purple Line Extension Section 3
Los Angeles, California
New Starts Engineering
(Rating Assigned November 2018)

Summary Description

Proposed Project:	Heavy Rail Transit 2.6 Miles, 2 Stations
Total Capital Cost (\$YOE):	\$3,662.99 Million (Includes \$451.1 million in finance charges)
Section 5309 CIG Share (\$YOE):	\$1,300.00 Million (35.5%)
Annual Operating Cost (opening year 2028):	\$20.00 Million
Current Year Ridership Forecast (2012):	30,500 Daily Linked Trips 9,742,000 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	42,900 Daily Linked Trips 13,885,700 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium-High
Local Financial Commitment Rating:	Medium-High

Project Description: The Los Angeles County Metropolitan Transportation Authority (LACMTA) is planning to extend its heavy rail system to the Westwood/Veterans Hospital area. This third phase of the Westside Purple Line Extension begins at the future Century City Station, which is part of the Westside Purple Line Extension Section 2 project that is currently in its final design and construction phase. Section 3 is located entirely underground, primarily following Wilshire Boulevard, and includes the purchase of 16 vehicles, train controls, and signals. In the opening year, service is planned to operate every four minutes during weekday peak periods and every 10 minutes during weekday off-peak periods and weekends.

Project Purpose: The corridor between Downtown Los Angeles and Santa Monica along Wilshire Boulevard has very high levels of congestion, even with extensive bus service. LACMTA currently operates rapid bus routes 720 and 920 every two minutes during peak periods westbound and every five minutes during peak periods eastbound, in addition to local route 20 bus service. These routes currently carry over 60,000 riders daily. Even with new peak-period bus-only lanes along a portion of Wilshire Boulevard, LACMTA views the long planned extension of heavy rail service as the most effective option for improving transportation capacity in the corridor, which has the highest population and employment density in Los Angeles County. Overall, the three phases of the Westside Purple Line Extension are expected to improve travel times and transit capacity in the corridor by providing frequent and reliable high capacity rail service from West Los Angeles, Beverly Hills, Century City, and Westwood/University of California Los Angeles to Downtown Los Angeles, North Hollywood, Union Station, and other Los Angeles County areas.

Project Development History, Status and Next Steps: Following completion of an alternatives analysis in January 2009, and publication of a Draft Environmental Impact Statement (EIS) in September 2010, the LACMTA board selected a locally preferred alternative (LPA) for the 8.9-mile downtown Los Angeles to Santa Monica corridor in October 2010. The LPA was also adopted into the fiscally constrained long range transportation plan in October 2010. Under SAFETEA-LU, FTA approved the 8.9-mile project into New Starts Preliminary Engineering in January 2011. The Final EIS was completed in May 2012, and FTA issued a Record of Decision in August 2012. Due to financial constraints, LACMTA decided in November 2012 to construct the project in three sections. The Section 1 project received a Full Funding Grant Agreement (FFGA) from FTA in May 2014, and is currently under construction. The Section 2 project received an FFGA in

December 2016, and is currently in final design and construction. The Section 3 Project entered New Starts Project Development in August 2016, and entered Engineering in August 2018. LACMTA anticipates that the Section 3 project will receive an FFGA in early 2019, and start revenue service in November 2028.

Significant Changes Since Last Evaluation (July 2018): No significant changes.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 New Starts	\$1,300.00	35.5%
FHWA Flexible Funds (Surface Transportation Program)	\$93.05	2.5%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$45.00	1.2%
State:		
State Regional Improvement Program Funds	\$31.83	0.9%
Local:		
Measure M Sales Tax Bonds and Revenue	\$1,193.17	32.6%
Measure R Sales Tax Bonds and Revenue	\$893.55	24.4%
Local Agency Funds	\$96.39	2.6%
LACMTA Capital Project Loan Reimbursement Revenues	\$10.00	0.3%
Total:	\$3,662.99	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**CA, Los Angeles, Westside Purple Line Extension-Section 3
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Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 CIG Share	+1 level	The CIG share of the project is 35.5 percent.
Project Financial Plan	Medium	
Current Capital and Operating Condition (25% of local financial commitment rating)	Medium-Low	<ul style="list-style-type: none"> • The average age of the Los Angeles County Metropolitan Transportation Authority (LACMTA) bus fleet is 8.2 years, which is older than the industry average. • The most recent bond ratings for LACMTA, issued in April 2018, are as follows: Moody’s Investors Service Aa2 and Standard & Poor’s AA+. • LACMTA’s current ratio of assets to liabilities, as reported in its most recent audited financial statement is 1.05 (FY2017). • There have been no service cutbacks or cash flow shortfalls in recent years.
Commitment of Capital and Operating Funds (25% of local financial commitment rating)	High	<ul style="list-style-type: none"> • Approximately 88.7 percent of the non-Section 5309 CIG funds are committed or budgeted, and the rest are considered planned. Sources of funds include FHWA Surface Transportation Program funds, FHWA Congestion Mitigation and Air Quality funds, State Regional Improvement Program funds, local Measure R sales tax bonds and revenues, Measure M sales tax bonds and revenues, LACMTA Capital Project Loan Funds, and local agency funds from the City of Los Angeles. • Approximately 96.2 percent of the funds needed to operate and maintain the transit system in the first full year of operation are committed or budgeted, and the rest are considered planned. Sources of funds include Federal Section 5307 Urbanized Area Formula Program funds, Section 5337 State of Good Repair Program funds, Section 5340 Growing States and High Density Formula funds, State Local Transportation Funds, State Transit Assistance funds, State Low Carbon Transit Operations Program funds, fare revenue, four dedicated local half-cent sales taxes to fund public transit, and other local funds from advertising and investment income.

Reasonableness of Capital and Operating Cost Estimates and Planning Assumptions/Capital Funding Capacity (50% of local financial commitment rating)	Medium-Low	<ul style="list-style-type: none"> • Assumed growth in capital revenues is optimistic compared to recent historical experience. • The capital cost estimate is reasonable. • Regarding growth in operating revenue assumptions, farebox collections and sales tax revenues are optimistic compared to recent historical experience. • Operating cost estimates are optimistic compared to recent historical experience. • LACMTA has access to funds via additional debt capacity, cash reserves, or other committed funds to cover cost increases or funding shortfalls equal to 14 percent of the estimated CIG capital cost and 43 percent of annual system-wide operating expenses.
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LAND USE RATING: Medium

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The average population density is 8,800 persons per square mile, which corresponds to a Medium rating. The total employment served is 417,000, corresponding to a High rating by FTA benchmarks. The average daily parking cost in the Los Angeles CBD is \$30, which rates High by FTA benchmarks. The proportion of LBAR housing in the project corridor compared to the county through which the project travels is 0.75, corresponding to a Low rating by FTA benchmarks.
- The Project extends along Wilshire Boulevard, a highly developed commercial corridor. The Westwood/UCLA station area includes mid-rise office buildings, a pedestrian-friendly retail and entertainment district, and a medical center and university campus, with lower-density residential neighborhoods on the fringes. The Westwood/VA Hospital station area is primarily a campus-like environment.
- The Westwood/UCLA station area is pedestrian friendly with sidewalks, curb ramps and crosswalks, although some streets are wide. The grid layout of surrounding streets provides good connectivity for pedestrians. Sidewalks and crosswalks exist along most streets around the Westwood/VA station. However, the location of this station next to a freeway and major arterial, and away from other neighborhoods, will likely limit the pedestrian use of this station.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Growth Management:* The regional Sustainable Communities Strategy, added to the Regional Transportation Plan in 2012, directs transportation and land use policy to achieve state-mandated greenhouse gas reduction targets.
- *Transit-Supportive Corridor Policies:* City-wide and community plans for the City of Los Angeles support focusing mixed-use, pedestrian-oriented development along the Wilshire Boulevard corridor, including the proposed Westwood/UCLA station area. The West Los Angeles Veterans Administration (VA) Master Plan seeks additional veterans' services and affordable housing at modest densities and not with a clear transit orientation.
- *Supportive Zoning Regulations Near Transit Stations:* Floor area ratios are in the medium-high to high range. Parking requirements appear to be standard. The City of Los Angeles is undertaking a major zoning code overhaul and preliminary recommendations include a stronger emphasis on walkability and on linkages between density and transit.
- *Tools to Implement Land Use Policies:* State, regional, and county-level programs support planning for transit-oriented development (TOD) and there is also a strong focus on pedestrian improvements and complete streets principles. Local agencies have demonstrated success with programs such as joint development and residential adaptive reuse.

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* A total of 16 high-density and mixed-use projects have been completed since 2006 in the proposed Westside Extension corridor. Two residential projects are under construction and a 29-story mixed-use project is proposed in the Section 3 station areas. The most recent inventory by Metro identified 250 completed TOD projects system-wide.
- *Potential Impact of Transit Investment on Regional Land Use:* The submarket is performing strongly compared to the region. Although it is one of the most densely developed corridors in the United States, it is less dense than what the zoning allows. There is potentially underutilized land (surface parking and lower-density development) in the VA/Hospitals station area.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- The City of Los Angeles has a fairly extensive array of programs directed at preserving and creating affordable housing, which has resulted in a significant supply of restricted affordable housing units elsewhere in the Westside corridor. The State of California and Los Angeles County also have various funding programs to support affordable housing, including some programs that support housing specifically near transit. No proposed affordable housing developments were identified in the Section 3 station areas. However, the West Los Angeles VA Master Plan, if implemented, would include permanent and supportive housing for homeless veterans.

