



Metro

Los Angeles County
Metropolitan Transportation Authority

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September 8, 2015

Lucy Garliauskas
Office of Planning and Environment
Federal Transit Administration
1200 New Jersey Avenue SE, Room E45-119
Washington, DC 20590

Re: EXPRESSION OF INTEREST REGARDING PILOT PROGRAM FOR EXPEDITED PROJECT
DELIVERY WESTSIDE PURPLE LINE EXTENSION SECTION 3

Dear Ms. Garliauskas:

On behalf of the Los Angeles County Metropolitan Transportation Authority, I am submitting an Expression of Interest related to the Pilot Program for Expedited Project Delivery for the \$2.28 billion Westside Purple Line Extension Section 3 project. Our Expression of Interest is for an acceleration of up to \$1.0 billion for a New Starts full funding grant agreement, a sculpted TIFIA loan, and an early systems work agreement, that are all critical steps in our delivery plan for the Westside Purple Line Extension.

We appreciate USDOT's continuing support of bold, regional transportation projects. These projects are crucial to improving mobility in Los Angeles County and create jobs in the long term by improving our economic competitiveness and livability. We appreciate your consideration of this Letter of Interest and also look forward to executing a Full Funding Grant Agreement to help ensure this critical piece of the transportation network in Los Angeles.

Should you have any questions regarding this Letter of Interest, please contact David Yale at (213)-922-2469 or via email at yaled@metro.net.

Sincerely,



Phillip A. Washington
Chief Executive Officer

cc: Brian Jackson, Federal Transit Administration (Brian.Jackson@dot.gov)
Therese McMillan, Federal Transit Administration (Therese.McMillan@dot.gov)
ExpeditedProjectDevliery@fta.dot.gov

Introduction

The Westside Purple Line Extension Project (“Project”) is one of the most important transportation projects in Southern California. This heavy rail subway project will provide significant access to the regional job centers in Century City, Beverly Hills and Westwood which cumulatively create a second downtown comprised of over 150,000 jobs within the service area of the new subway stations. The Federal Transit Administration (FTA) has been working closely with the Los Angeles Metropolitan Transportation Authority (Metro) by issuing a Record of Decision for the full nine mile project in August 2012 and a Full Funding Grant Agreement for the first of three segments (Section 1) in May 2014. Section 1, a 3.9 miles segment, is currently under construction and is scheduled for completion in 2024. Metro will be issuing procurement documents in September 2015 for Section 2, which is a 2.5 miles segment, and is working with FTA toward an anticipated Full Funding Grant Agreement for Section 2 in July 2016. Completion of the Section 2 project is scheduled for 2025. Section 3 of the Purple Line Extension is still in the planning and initial engineering phase. This request is for Section 3, but would be accompanied by acceleration efforts for all three Sections.

Local sales tax revenues are currently not sufficient to expedite the completion of the third and final segment of the Westside Purple Line Extension until the year 2035. This will significantly delay the benefits of the Project and result in unnecessary costs and construction and community impacts by requiring the construction of two interim terminus stations for Sections 1 and 2 in dense, highly populated areas. An interesting and important feature of the Section 3 project is a terminus station on the 387 acre campus of the West Los Angeles Department of Veterans Affairs (VA) Hospital. This location offers the opportunity for a large construction staging zone immediately adjacent to the I-405 Freeway that could provide the best possible construction staging site for the entire nine mile project due to its location away from dense, high-rise development and proximity to the I-405 interstate freeway for construction access. This location also offers the opportunity for valuable intergovernmental planning and cooperation, since the VA Greater Los Angeles Healthcare System is currently undertaking a new master plan under the direction of the Department of Veterans Affairs and the Section 3 project could complement their master plan. The proposed subway station and construction staging site would be an excellent site for sorely needed Veteran’s Housing that could be developed by Metro’s Joint Development Division in coordination with the VA.

Accelerating Section 3 of the project to overlap and coincide with the construction of Segments 1 and 2 would reduce construction costs, reduce construction impacts to dense urban centers, and expedite transportation benefits to the region by over a decade. Metro estimates that we can accelerate all three phases of the project for completion by 2024 if the innovative funding and project delivery solutions discussed herein can be utilized in accordance with the goals of FTA’s Pilot Program for Expedited Project Delivery.

On September 2, 2015, the United States Olympic Committee (USOC) named Los Angeles as its candidate for the 2024 Olympic and Paralympic Games, making Los Angeles the focus of the United States’ effort to bring the Olympics back to this country after a 28 year hiatus. An expedited development pathway for this Project would directly benefit the USOC effort to win the Olympic Games

and, at the same time, accelerate the delivery of an important (and environmentally cleared) jobs access project for the University of California at Los Angeles (UCLA).

While the UCLA campus is the site for many sports venues in the national Olympics bid, it is also a critical component in the California economy, as this excerpt from a 2013 Center for Strategic Research Study attests:

“UCLA supports education, research, and service across more than 100 academic departments, a wide array of research centers and institutes, and numerous volunteer opportunities. In addition, the institution provides health care services along with medical education and research through its Health Sciences and Health System activities. Administering the numerous UCLA programs and serving students, medical patients, campus visitors, and the community requires a direct headcount employment level of almost 42,000 and operating expenditures of nearly \$5.1 billion based on Fiscal Year 2011-2012 activities. Much of the UCLA spending flows outside the campus to a variety of suppliers of goods and services, generating an indirect effect in the economy as a result of the incremental demand on these establishments. A notable share of UCLA’s spending also makes its way to employees in the form of salaries and wages, which is then circulated into the economy through typical household spending activities and creates induced effects within the sectors benefitting from this consumption. UCLA enrollment is more than 39,000 (including undergraduates, graduate students, and medical interns and residents) and these students directly spend a significant amount of money off-campus in the economy, which, in turn, generates additional indirect and induced effects. Further, campus events, athletics, performances, conferences, and other programs attract roughly 1.6 million visitors annually, which also directly drive purchases in the economy and lead to added indirect and induced effects.”

In summary, this application seeks to serve these significant employment, health, and education needs, 13 years earlier than planned while also aiding the United States in its effort to secure the 2024 Olympic and Paralympic Games from the International Olympic Committee.

Request

In addition to our existing New Starts projects, Metro is requesting \$1.0 billion in accelerated New Starts funds, and a \$742.5 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan with sculpted payments to accommodate innovative and accelerated project development. Additionally, Metro would like to request the potential acceleration of our other Capital Investment Grant \$5309 funds associated with the Westside Purple Line Extension to accommodate a 2024 opening of all three sections of the Westside Purple Line Extension in time for the 2024 Olympic Games. Metro will also be seeking an Early Systems Work Agreement by the end of calendar 2016, for the initial Section 3 work, including right-of-way acquisition, advanced utility relocation, and the tunnel and TBM procurement, and a Section 3 Full Funding Grant Agreement (FFGA) for the full project scope by mid-year 2017. The proposed TIFIA loan would be backstopped by Measure R. This loan has not been identified in previous versions of our financial plans for Section 3 because it would require sculpted payments to meet TIFIA coverage ratio requirements and existing bond covenants. However, if a sculpted TIFIA loan could be accommodated we believe we could conform with Measure R bond covenants and other financing obligations and still obtain a favorable bond rating. This type of sculpting is not unusual in corporate resizing but would be innovative compared to more traditional TIFIA loans. Metro would also like to request streamlining procedures for some of our Joint Development related to New Starts to potentially foster value capture that could be used to help finance this Project. To strengthen this request, and to

remain consistent with Metro Board of Directors acceleration policies, we have identified borrowing strategies that will support Metro's Long Range Transportation Plan project sequencing.

Overall Organization Structure

Metro was created by State of California Assembly Bill 152, Los Angeles County Metropolitan Transportation Authority Reform Act of 1992, which became effective on February 1, 1993. Metro is the state-chartered Regional Transportation Planning Agency (RTPA) and public transportation operating agency for Los Angeles County. As such, Metro is unique among the country's transportation agencies because it serves as the transportation planner and coordinator, designer, builder and operator for the country's most populous county. Ten million people (about 26 percent of California's residents and 3 percent of the population of the United States) live, work, and play within Los Angeles County's 4,079 square miles. Attachment 1 includes an annotated copy of the statutory authority under which the Metro was created, as codified in California's Public Utilities Code. A complete copy of the relevant Public Utilities Code can be found at <http://www.leginfo.ca.gov> in section 130050-130059.

Project Description

The Westside Purple Line Extension Project consists of the design and construction of 9 miles of double track heavy rail subway in twin bore tunnels with seven new stations in the cities of Los Angeles and Beverly Hills, which extends Metro's existing Purple Line from its current terminus at Wilshire/Western Station to a new western terminus in West Los Angeles near the Veterans Affairs (VA) Hospital in Westwood. The entire Project was originally planned to be constructed and opened for Revenue Service in three Sections over a 30-year period. Section 1, which includes three new stations, is currently in construction and, when completed, will extend the Purple Line by 3.9 miles to an interim terminus at Wilshire/La Cienega. The FTA's Full Funding Grant Agreement Revenue Service Date for Section 1 is October 31, 2024. Section 2 will provide an additional 2.5 miles of heavy rail subway and two new stations in the City of Beverly Hills and the City of Los Angeles, with an interim terminus at the Century City Constellation Station. Metro is anticipating approval of an FFGA and a TIFIA loan for Section 2 by mid-year 2016.

The Section 3 project included in this Expression of Interest would extend the Purple Line from Century City to the Westwood/VA Hospital in West Los Angeles with an intermediary stop at Westwood/UCLA. As part of the proposed accelerated funding plan, the Westwood/UCLA stop could serve as an ideal transit connection for the 2024 Olympics with numerous athletic facilities and venues within walking distance of the subway.

The entire Westside Purple Line Extension traverses several jurisdictions, including the Cities of Los Angeles and Beverly Hills, plus portions of unincorporated Los Angeles County. Population and employment densities along the Westside Purple Line Extension Project corridor are among the highest in the Los Angeles metropolitan region. There are numerous points of interest located throughout the corridor, including major employment centers, tourist attractions, entertainment venues, medical centers, and cultural and educational institutions. As a second central business district for the Los

Angeles region, the corridor includes three key employment centers—Beverly Hills, Century City, and Westwood/UCLA.

This Expression of Interest assumes the following revised revenue service dates for each section of the Westside Purple Line Extension. These dates are extremely aggressive but will be necessary to accommodate opening this critical transportation link in time for the 2024 Olympics. If Metro cannot accelerate Section 3, we will continue to pursue accelerated delivery of the Sections 1 and 2 as outlined in our recent TIFIA applications and FFGA documentation:

Section 1: Wilshire/Western to Wilshire/La Cienega— October 31, 2023. The Westside Purple Line Extension Section 1 is currently in the early stages of construction.

Section 2: Wilshire/La Cienega to Century City/Constellation – November 30, 2023
The opening date assumed in the Westside Purple Line Extension Section 2 New Starts Financial Plan is June 30, 2026 (FY2026). However, the Project would now aim to open by November 30, 2023.

Section 3: Century City/Constellation to Westwood/VA—May 31, 2024. Without acceleration, Metro’s Long Range Transportation Plan identifies December 31, 2035 as the opening date.

Inclusion in Transportation Plans and Programs

The Project is included in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and is in the Regional Transportation Improvement Program (TIP), the State TIP, and the Federal TIP. A copy of the TIP documentation can be found in Attachment 2.

Project Location

The Westside Purple Line Extension Project is in Los Angeles County, California. The 8.9 mile heavy rail twin bore tunnel subway Project traverses two municipalities: City of Los Angeles (Mid-Wilshire/Miracle Mile, Century City, Westwood and West Los Angeles) and City of Beverly Hills. Figure 1 shows the location of the Westside Purple Line Extension and the other transit corridors in the Los Angeles area, while Figure 2 shows the planned construction sections and stations.

Figure 1: LA Metro Transit Corridors

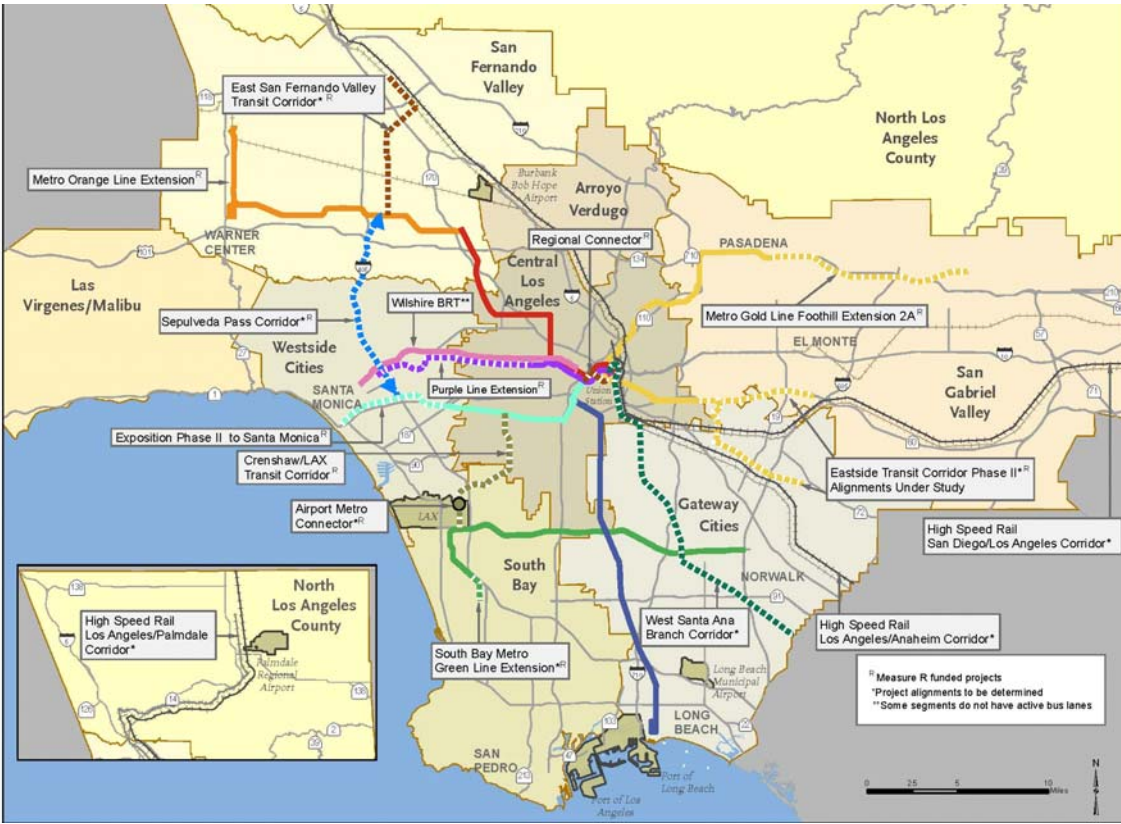
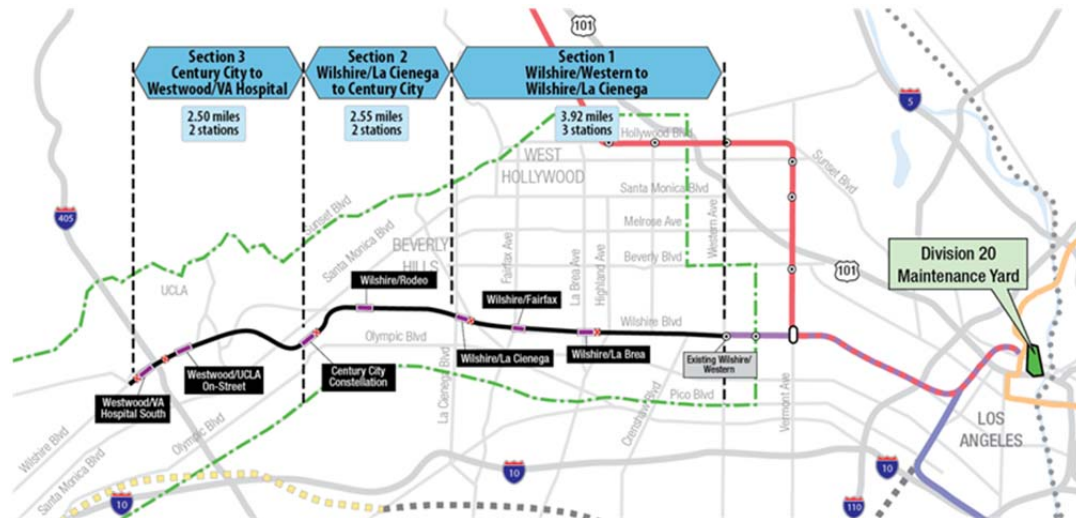


Figure 2: Westside Purple Line Extension Alignment and Stations



The Westside Purple Line Extension Project includes seven new underground stations:

Section 1

Wilshire/La Brea—The station box would be located under the center of Wilshire Boulevard in between Detroit Street and Orange Drive. A double crossover would be located east of this station. The entrance would be on the northwest corner of Wilshire Boulevard and La Brea Avenue

Wilshire/Fairfax—The station box would be under the center of Wilshire Boulevard from just west of Fairfax Avenue to just west of Ogden Drive. The entrance would be on the southeast corner of Wilshire Boulevard and Orange Grove Avenue.

Wilshire/La Cienega—The station box would be under the center of Wilshire Boulevard immediately east of La Cienega Boulevard. A double crossover would be located east of this station. The entrance would be on the northeast corner of Wilshire Boulevard and La Cienega Boulevard.

Section 2

Wilshire/Rodeo—The station box would be under the center of Wilshire Boulevard, beginning just east of South Canon Drive, and extending to El Camino Drive. The entrance would be on the southwest corner of Wilshire Boulevard and Reeves Drive.

Century City/Constellation—The station box would be under the center of Constellation Boulevard, straddling Avenue of the Stars and extending westward to east of MGM Drive. A double crossover would be located east of this station. The entrance would be on the northeast corner of Constellation Boulevard and Avenue of the Stars.

Section 3

Westwood/UCLA—The station box would be located under Wilshire Boulevard from Westwood Boulevard to just east of Veteran Avenue. Station entrances would be located on the northwest corner of Wilshire Boulevard and Gayley Avenue, and the northwest and southwest corners of Wilshire Boulevard and Westwood Boulevard. This stop could serve as an ideal transit connection for the 2024 Olympics with the Athletes Village and numerous Athletic Facilities at UCLA serving as a focal point for the games.

Westwood/VA Hospital—The station box would be located on the south side of Wilshire Boulevard along the northern edge of the VA Hospital parking lot. The entrance would be located on the Bonsall level, beneath the bus drop-off area to the north of the VA Hospital parking lot. To accommodate the grade separation at this site, additional stairs, escalators, and elevators connecting the Wilshire level and the Bonsall level would be located on both the north and south sides of Wilshire Boulevard. A parking structure providing both permanent and temporary replacement parking for the VA Hospital would be located in the existing physician’s parking lot, east of the VA Hospital. Double crossover tracks would be located east and west of the station. The double crossover tracks east of the station would be

located on GSA and Caltrans property in front of the Federal Building, between the Westwood/UCLA and Westwood/VA Hospital Stations. Tail tracks would extend west of the station to an emergency exit shaft located on the south side of Wilshire Boulevard.

The precise location of these stations, as well as the alignment between them, may be refined during the Final Design phase. Those listed above represent the assumptions underlying the cost estimates for the Westside Purple Line Extension.

Proposed Project Schedule

Currently, pre-construction activities for Section 3 of the Purple Line Extension are planned to commence in 2025 with construction scheduled to begin in 2027 and continue on through 2035. The planned Revenue Service Date is July 1, 2035. If Metro is selected for this Program Metro could accelerate the schedule and begin construction as early as 2018 with a target revenue service to begin by January 2024. Below is the proposed accelerated Project Schedule.

Design Features

- The 2.9-mile extension of the Metro Purple Line subway from the proposed Century City Constellation Station to the Proposed Westwood/VA Station.
- Connects the Central and Westside regions of the City of Los Angeles, Starting at Century City in the City of Los Angeles and ending at the Westwood/VA in Santa Monica.
- Two new stations: Westwood/UCLA and Westwood/VA.
- Double-tracked third-rail exclusive guideway system built entirely underground.
- Alignment will primarily follow Wilshire Boulevard.

Development Schedule

Table 1			
Westside Purple Line Extension Section 3 Expression of Interest Development Schedule (Proposed Accelerated Completion Dates)			
Project Phase or Milestone	Anticipated/ Actual Start Date	Anticipated/ Actual Completion Date	Current Status
Draft Environmental Impact Statement/Report	13-Feb-09	06-Feb-11	Complete
Select Locally Preferred Alternative		28-Oct-10	Complete
Final Environmental Impact Statement /Report	01-Nov-10	31-May-12	Complete
FTA Issues Record of Decision		09-Aug-12	Complete
Environmental/Planning Completion		09-Aug-12	Complete
Preliminary Engineering (PE) & Advanced PE	01-Nov-10	08-Oct-16	Anticipated
Design-Build Contract Award		01-Dec-17	Anticipated
Right-of-Way Acquisition	01-Oct-16	10-May-18	Anticipated
Third Party Utility Relocations	01-Oct-16	01-Nov-18	Anticipated
Final Design (Alternative Delivery DBF)	01-Jan-17	01-Jun-18	Anticipated
Vehicle Acquisition	01-Nov-16	01-Mar-22	Anticipated
Construction (Alternative Delivery DBF)	01-Jan-18	01-Dec-23	Anticipated
Testing & Pre-Revenue Service	01-Dec-23	30-Mar-24	Anticipated
Revenue Operation Date		31-May-24	Planned
Project and Grant Closeout		31-May-25	Anticipated

Acceleration of Section 3 will also benefit Sections 1 and Section 2 by providing the opportunity to re-sequence the current tunneling plan, thus eliminating the provisions for interim termini at Wilshire/La Cienega (Section 1) and Century City Constellation (Section 2). Contemporaneous construction also offers an economy of scale and the opportunity to reduce the real estate acquisition costs by combining tunneling activities into common sites.

Innovative Project Development and Financing

The proposed capital sources of funds (\$2,277.9 million) for the Westside Purple Line Extension Section 3 Project are summarized in Table 2. The Section 3 project funding plan relies on the following sources of funds: Measure R sales taxes, local agency, existing cash from prior Repayment of Capital Project Loans, CMAQ Program, and FTA Section 5309 New Starts funds. The requested TIFIA loan will be repaid with Measure R funds.

Table 2
Westside Purple Line Extension Section 3 -- Expression of Interest
Sources and Uses of Funds ('000s)

A. Sources of Funds:	
1.	<u>Federal Grant Funds</u>
	New Starts (5309) <u>1,000,000</u>
	Subtotal Federal Funds: \$ <u>1,000,000</u>
2.	<u>Local Funds</u>
	Measure R 461,235
	Other Local 64,400
	State Repayment of Capital Project Loans (Fund 3562) <u>9,800</u>
	Subtotal Local Funds: \$ <u>535,435</u>
3.	TIFIA Loan \$ 742,500
4.	Total All Sources: \$ 2,277,935
B. Uses of Funds:	
	SCC 10 Guideway & Track Elements \$ 460,371
	SCC 20 Stations, Stops, Terminals, Intermodal, Underground Station, shelter, mall, terminal, platform Elevators, escalators 451,643
	SCC 30 Support Facilities 0
	SCC 40 Sitework and Special Conditions 404,309
	SCC 50 Systems 106,439
	SCC 60 Right-of-Way, Land, Existing Improvements 203,828
	SCC 70 Vehicles 68,281
	SCC 80 Professional Services 374,054
	SCC 90 Unallocated Contingency <u>209,010</u>
	Total Project Cost: \$ 2,277,935

Some of the innovative delivery Metro has planned for this station includes multiple bid alternatives for the different tunneling scenarios, and separating the tunneling work from the station and systems work. This centers around key milestones, the first related to the November 2016 ballot and the second to the September 2017 International Olympic Committee site decision for the 2024 Olympics. For Section 3, Metro is considering two separate design build procurements. The first would be an IFP (low bid) procurement to select the tunnel contractor. The second would be a best value procurement for station construction, systems, and the balance of the construction work needed. This innovative approach is not common in major transit projects, but Metro believes it will be a valuable tool in meeting the cost and accelerated schedule objectives for Section 3. As noted above, Metro will seek (1) an Early System Work Agreement from FTA, which will support the tunnel work, advanced utility relocation, ROW acquisition, and will serve as a “bridge” to the FFGA to accommodate a much shorter schedule, thereby

saving time and money; and (2) a FFGA for the full Section 3 scope of work (balance of the design and construction, rail vehicles, etc.).

The capital cost of Section 3 will be funded through the following sources:

Federal Section 5309 New Starts: \$1,000 million – Federal Section 5309 New Starts funds that will be requested for Westside Purple Line Extension Section 3 Project total \$1,000 million, an amount equal to 43.9 percent of the capital cost (not including finance charges).

Measure R Revenue: \$461.2 million – Measure R is a half-cent transportation sales tax approved in November 2008 by Los Angeles County voters to meet the transportation needs of the County. Collection of the tax, dedicated to public transit and highway improvements, began on July 1, 2009 and continues over a period of 30 years through June 30, 2039. After 2039 Metro has identified the potential of using cross-over bonds with Propositions A and C

The \$461.2 million in Measure R funding represents 20.2 percent of the total Project capital cost estimate not including the TIFIA loan or TIFIA finance charges. Measure R will also fund the \$742.5 million TIFIA loan as well as the TIFIA finance charges.

Local Agency funds: \$64.4 million – The Measure R Expenditure Plan, as delineated in Ordinance #08-01, assumes that local jurisdictions will provide 3 percent of proposed total project costs. Local agency funds for Section 3 are anticipated from the City of Los Angeles.

TIFIA Loan Repayment

The dedicated source of repayment for the proposed TIFIA Loan shall be TIFIA Pledged Revenues, which Metro shall pledge in favor of the TIFIA Lender. TIFIA Pledged Revenues are derived from the ½ percent countywide sales tax adopted by the voters of Los Angeles County in 2008 as Ordinance #08-01 with a term of 30 years (the “Measure R Sales Tax”).

Long Range Transportation Plan Project Sequencing

Although it is not part of this proposal, it is important to make clear here that we have a path forward on sensitive LRTP project sequencing issues. To remain consistent with Metro Board of Directors acceleration policies, we have identified borrowing strategies that will support Metro’s LRTP project sequencing. Specifically, Metro has made a determination that we have sufficient debt capacity to support project sequencing using Measure R proceeds through 2039 and then crossing-over to eligible Proposition A and Proposition C funds beginning in 2040.

Value Capture

Not identified in the funding sources overview is the concept of value capture. For this Project an additional funding source that Metro would like to examine is the opportunity to capture value from nearby land owners that results from the infrastructure improvement near this proposed Project. The

genesis of this idea is that Metro believes that Los Angeles County could benefit by funding transit system development costs from land value capture, that is, by allocating a portion of property taxes resulting from the additional value of adjacent properties that result from transit accessibility. Initial estimates indicate that value capture could generate \$20 million or more for this Project. A more complete assessment of the funding amount needs to be conducted to fully understand the scale of the value capture opportunity and negotiate with the City of Los Angeles and the County on how the value capture proceeds might be allocated.

Joint Development and Mobility Hubs

Other related revenue sources include joint-development, and the leasing of sites at or near Metro stations. Metro has a long track record of successful joint development at or near Metro Rail stations throughout Los Angeles County. In this corridor, any joint development project would likely yield substantial revenue for construction or enhancement of the project. Metro will be pursuing, as part of the Section 2 project, the involvement of the private sector in station development and financing.

As part of joint development efforts, Metro and the City of Los Angeles have been working collaboratively to develop the concept of mobility hubs. These hubs provide a range of services and amenities for transit riders at rail stations and major bus stops. The mobility hub concept includes provide such services as grab-and-go retail, bike share, care share, signage and wayfinding, and other passenger amenities. Mobility hubs would either be located at the Project's stations or as part of Metro's joint development activities. Mobility hubs have the opportunity to generate revenue from ground leases as well as from title sponsorships or lease agreements with bike and car share operators.

Intergovernmental Coordination - VA Hospital

The terminus of the 9-mile Westside Purple Line Project is the Westwood/VA Hospital Station located on the West Los Angeles Campus of the Veterans Affairs (VA) which is the largest medical center campus in the VA system. The Station will serve veterans, visitors and workers using the VA Campus and provide connections to the West LA, Brentwood and Santa Monica communities. Metro believes that the thoughtful planning and development of this station, in coordination with the VA, offers the opportunity for greatly increasing transportation and mobility options for veterans, including disabled veterans using the VA facilities. The Station entrance will be located on the south campus near Wilshire Boulevard, where the current major bus lines that service the Westside stop. The Station will require property for an entrance plaza and approximately three (3) acres of laydown areas to support the construction of the station and serve as the primary staging area for the tunnel boring activities to construct the tunnels that will connect Section 3 to Section 2.

During the Westside Subway Extension environmental approval process, Metro met with the VA Hospital staff to coordinate the station design and planned parking facilities with their developing VA Master Plan. More recently in June 2015, VA announced its plan to hire a consultant to prepare a Master Plan to revitalize the West LA VA campus into a vibrant, welcoming and sustainable community for Veterans. The Master Plan includes an Enhanced-Use Lease Authority to provide for one-hundred

and fifty units of “permanent supportive housing.” The Master Plan will also present options for addressing potential growth and expansion of the Campus, including strategies to address parking, traffic, pollution and noise issues, taking into account the latest environmentally responsive clean and sustainable energy and emission technologies. Acceleration of Section 3 of the Westside Purple Line Extension will allow Metro to work more closely with the VA to ensure that the design and property requirements for the Westwood/VA Hospital Westside Purple Line Station are developed in a timeframe to integrate with the VA Master Plan schedule to improve access and serve the transportation needs of the veterans and hospital staff. Acceleration of Section 3 will greatly enhance the ability of Metro and the VA to work together in a way that could serve as a model for intergovernmental cooperation in infrastructure development.

Permitting and Third Party Processes

One of the realities of urban transportation projects like a heavy rail subway is that successful achievement of cost and schedule objectives is often directly impacted by the ability of the project sponsor to obtain the multiple permits, approvals, and variances required from local entities. In order to achieve the goals of accelerated project delivery and completing the Westside Purple Line Extension Project in time for the 2024 Olympics, Metro will be working with the City of Los Angeles and its various departments, on an expedited and comprehensive basis, to obtain the agreements and approvals that are needed to build the Project. Metro believes that implementing a process for early and efficient local governmental approvals could serve as a model for successful project development in a dense urban environment.

Analyze the efficiencies of the project

Metro is committed to constructing and operating cost-effective public transit service in Los Angeles County. To document the impact of this Project, Metro will conduct a thorough analysis of the project impact to the transportation network as well as the efficacy of Metro’s proposed innovative financing options. This report will also include discussion of any differences between projected outcomes and those documented in the report. This report will be submitted no later than nine months after revenue operations of the project.

To document the impact of the Project, Metro will conduct before and after assessments of ridership of the Project as well as the impact to ridership on the overall Metro Rail System. For the Project, Metro will compare ridership after six months of revenue operation compared to the ridership forecast in the FEIR/EIS. This ridership assessment will be consistent with the data collection methods Metro uses currently to assess systemwide and line-by-line ridership.

In terms of ridership impact to the overall public transit system, Metro will assess the ridership change on the overall Metro Rail System (including line-by-line ridership changes). Additionally, Metro will also provide an assessment of the ridership changes to bus ridership within the corridor. Analysis of the

Metro Rail and connecting bus service ridership will be consistent with the data collection methods Metro uses currently to assess ridership.

Metro will also conduct a customer satisfaction survey of riders within the corridor. The survey will be consistent with Metro’s annual customer survey and will also include specific questions about the Project including customer’s perception of cleanliness, convenience, and safety. The survey will also include a demographic component to document ridership composition and the impact of the Project on disadvantaged and transit-dependent populations.

Metro is also committed to supporting a multimodal transportation system in Los Angeles. To that end, Metro will also conduct before and after counts of bicycles and pedestrians who are accessing the Project. This approach will utilize the latest technology to accurately count bicycles and pedestrians who are currently moving through the corridor and assess the increase or decrease in bicyclists and pedestrians within the corridor. To capture this data, Metro will deploy bicycle and pedestrian counters within ½-mile of the stations. This is consistent with the FTA’s pedestrian access shed as well as Metro’s First/Last Mile Strategic Plan.

Once Metro has collected bicycle, pedestrian, and ridership data, Metro will conduct a greenhouse gas (GHG) emissions assessment. This assessment will analyze before and after GHG emissions from travel within the corridor and estimate the GHG reduction from the project and ancillary benefits such as an improved transit connection and the increase in non-motorized travel.

To document the success of the innovative finance strategies, Metro will conduct a three and six month evaluation of the joint development, value capture, and other revenue generating activities at the project site. This evaluation will compare actual lease and advertisement revenue against what Metro and LAWA’s assumptions were prior to revenue service. Metro will also survey customer satisfaction with the quality and range of amenities at the station.



State of Good Repair / Metro Transit Asset Management (TAM) Program

Metro’s continuing investment in its asset base is critical to the economic vitality and quality of life in the Los Angeles Metropolitan Region. Metro is committed to maintaining assets in a State of Good Repair (SGR) through financial stewardship by promoting a culture that supports good asset management using accurate and relevant information as the basis for good reinvestment decision making. In August 2009, Metro introduced an SGR initiative to begin the task of assessing the condition of the agency’s assets. Metro Rail Operations took the lead in developing the program and began work on identifying assets. In September 2009, FTA requested asset data for the 2010 National SGR study. Metro staff collected the data from many internal sources; the resultant data submittal became the genesis of Metro’s TAM Database.

Development of Metro’s TAM Plan began in March 2014 and was completed and approved by the CEO in July 2015. Metro’s Enterprise Transit Asset Management Department was formed in July 2014 to create and implement Metro’s Asset Management Program. In July 2015 the department was combined with Safety and Risk Management. Metro is taking action to comply with requirements of MAP-21 and will amend its TAM program as further regulations are promulgated. Metro’s TAM Database was used to inform Metro’s commitment of \$4.8 billion for asset renewal the next 10 years and can be used to prioritize asset renewals in a financially constrained environment.

Metro’s TAM Database uses deterioration schedules from an early version of FTA’s TERM Lite software to estimate condition of assets based on their age. Metro is using a modified version of the TERM 5-point rating system as defined in Table 3. The threshold for considering an asset to be in a state of good repair is when the condition rating is 2.5 (the mid-point between “adequate” and “marginal”) or higher.

Table 3: Metro TAM Database Condition Ratings

Condition Rating	Description
4.8—5.0	Excellent, new or like new asset; no visible defects
4.0—4.7	Good asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s)
3.0—3.9	Adequate asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s)
2.5—2.9	Marginal asset reaching its useful life (condition 2.5); increasing number of deteriorated components
2.0—2.4	Substandard asset just past its useful life (condition 2.5); increasing number of deteriorated components
1.0—1.9	Poor asset past its useful life; in need of replacement; may have critically damaged component(s)

Metro asset conditions vary between substandard and excellent. The TERM deterioration schedules were used to obtain decay conditions for the assets in the capital asset inventory. The results are summarized in Table 4.

Table 4: Metro Rail System Condition Ratings

Term	Condition Rating	Age	Cost-Weighted Average
Heavy Rail	1.09 - 5.00	0 - 24	3.99 (Adequate)
Light Rail	1.30 - 5.00	0 - 26	4.21 (Good)
Heavy/Light Rail Common Assets	1.00 - 5.00	0 - 37	2.50 (Marginal)

Since the FTA deterioration schedules are based on nationwide empirical data without accounting for varying geographical or weather conditions, it is likely that Metro assets are in a better condition than the deterioration schedules suggest, as the Los Angeles region is not subject to the extreme winter conditions experienced by other metropolitan regions. In some cases, Metro’s expected useful life is longer than suggested in the deterioration schedules, while in other cases constant vandalism and abuse results in shorter lifespans on some assets. As part of the long-term actions identified in Metro’s new TAM Plan, Metro plans to develop asset deterioration schedules from its own condition assessment data to better estimate current and future asset conditions. Metro is beginning to systematically conduct and collect asset condition inspections and assessments for use within the TAM Database.

State of Good Repair costs for future rail lines in the capital expenditure forecast are based on a methodology developed for a Metro asset inventory study. The methodology is based on actual rehabilitation and replacement costs experienced by the Washington Metropolitan Area Transit Authority (WMATA) compared to original installation capital costs. The Metro rail SGR costs were calculated in the same manner based on the original installation capital costs of the Metro Blue, Red, Gold, and Green Lines. The SGR costs are estimated to begin 6 years after a rail line begins revenue operations. SGR costs for future rail lines were assumed to escalate at the CPI growth rates specified in the UCLA Anderson Forecast

NEPA Documentation

This Project has completed all of its National Environmental Policy Act (NEPA) reviews and the FTA issued the Record of Decision in August 2012. A copy of the Environmental Record of Decision can be found below.

Comments@sanbag.ca.gov. Written requests for information may also be submitted to Mr. Hymie Luden, City and Regional Planner, FTA, Region 9, 201 Mission Street, Suite 1650, San Francisco, CA 94105.

Issued on: August 20, 2012.

Leslie T. Rogers,

Regional Administrator, FTA, Region 9.

[FR Doc. 2012-20774 Filed 8-22-12; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Limitation on Claims Against Proposed Public Transportation Projects

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for the Westside Subway Extension project, Los Angeles, CA. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject project and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to Section 139(l) of Title 23, United States Code (U.S.C.). A claim seeking judicial review of the FTA actions announced herein for the listed public transportation project will be barred unless the claim is filed on or before February 19, 2013.

FOR FURTHER INFORMATION CONTACT: Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Terence Plaskon, Environmental Protection Specialist, Office of Human and Natural Environment, (202) 366-0442. FTA is located at 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 9:00 a.m. to 5:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation project listed below. The actions on this project, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the project to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA administrative record for the projects. Interested parties may contact

either the project sponsor or the relevant FTA Regional Office for more information on the project. Contact information for FTA's Regional Offices may be found at <http://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed project as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. § 303], Section 106 of the National Historic Preservation Act [16 U.S.C. 470f], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period of 180 days for challenges of project decisions subject to previous notices published in the **Federal Register**. The project and actions that are the subject of this notice are:

Project name and location: Westside Subway Extension, Los Angeles County, CA.

Project sponsor: Los Angeles County Metropolitan Transportation Authority (LACMTA). *Project description:* The project will extend heavy rail transit, in a subway, nearly nine miles from the existing Metro Purple Line western terminus at the Wilshire/Western Station to a new western terminus at the Westwood/Veterans Affairs (VA) Hospital station. The project includes seven new stations and enhancements to the Division 20 Maintenance and Storage Facility located in Downtown Los Angeles to accommodate additional heavy rail vehicles. *Final agency actions:* Determination of *de minimis* impact to four Section 4(f) resources and a direct use of one Section 4(f) resource; a Section 106 Memorandum of Agreement; project-level air quality conformity; and Record of Decision (ROD), dated August 9, 2012. *Supporting documentation:* Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR), dated March 2012.

Issued on: August 20, 2012.

Lucy Garliauskas,

Associate Administrator for Planning and Environment, Washington, DC.

[FR Doc. 2012-20771 Filed 8-22-12; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. DOT-NHTSA-2012-0033]

Request for Comments on a Renewal Information Collection

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on March 28, 2012 (FR 77 18880). No comments were received.

DATES: Comments must be submitted on or before September 24, 2012.

FOR FURTHER INFORMATION CONTACT: Sean McLaurin, NVS-422, National Highway Traffic Safety Administration, Room W55-336, Department of Transportation, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. McLaurin's telephone number is (202) 366-4800. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION:

Title: National Driver Register (NDR).
OMB Control Number: 2127-0001.

Type of Request: Extension of Clearance.

Abstract: The purpose of the NDR is to assist States and other authorized users in obtaining information about problem drivers. State motor vehicle agencies submit and use the information for driver licensing purposes. Other users obtain the information for transportation safety purposes.

Affected Public: State, Local, or Tribal Government.

Estimated Number of Respondents: The number of respondents is 51—the fifty States and the District of Columbia.
Estimated Total Annual Burden Hours: 2,847.

ADDRESSES: Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW., Washington, DC 20503. Comments are invited on: Whether the proposed collection of information is

PUBLIC UTILITIES CODE

SECTION 130050-130059

130050. There is hereby created a commission in Los Angeles County, in Orange County, in Riverside County, and in San Bernardino County.

130050.1. There is hereby created the Ventura County Transportation Commission. The commission shall be the successor agency to the Ventura County Association of Governments and shall assume all assets and liabilities of that association.

Notwithstanding Section 180050, the Board of Supervisors of Ventura County may designate the commission as the authority to carry out the provisions of Division 19 (commencing with Section 180000).

130050.2. There is hereby created the Los Angeles County Metropolitan Transportation Authority. The authority shall be the single successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission as provided by the act that enacted this section.

130051. The Los Angeles County Metropolitan Transportation Authority consists of 14 members, as follows:

(a) Five members of the Los Angeles County Board of Supervisors.

If the number of members of the Los Angeles County Board of Supervisors is increased, the authority shall, within 60 days of the increase, submit a plan to the Legislature for revising the composition of the authority.

(b) The Mayor of the City of Los Angeles.

(c) Two public members and one member of the City Council of the City of Los Angeles appointed by the Mayor of the City of Los Angeles.

(d) Four members, each of whom shall be a mayor or a member of a city council, appointed by the Los Angeles County City Selection Committee. For purposes of the selection of these four members, the County of Los Angeles, excluding the City of Los Angeles, shall be divided into the following four sectors:

(1) The North County/San Fernando Valley sector.

(2) The Southwest Corridor sector.

(3) The San Gabriel Valley sector.

(4) The Southeast Long Beach sector.

The League of California Cities, Los Angeles County Division, shall define the sectors. Every city within a sector shall be entitled to vote to nominate one or more candidates from that sector for consideration for appointment by the Los Angeles County City Selection Committee. A city's vote shall be weighted in the same proportion that its population bears to the total population of all cities within the sector.

The members appointed pursuant to this subdivision shall be appointed by the Los Angeles County City Selection Committee upon an

Los Angeles Metropolitan Transportation Authority 2015 Federal Transportation Improvement Program (\$000)

TIP ID **LA0G642** Implementing Agency **Los Angeles County MTA**

Project Description: Metro Purple Line Westside Subway Extension Section 3 - Century City to Westwood/VA Hospital

SCAG RTP Project #: UT101
Study: N/A Is Model: NO Model #:
PM: David Mieger - (213) 922-3040
Email: Miegerd@metro.net
LS: N LS GROUP#:
Conformity Category: EXEMPT - 93.126

System : Transit Route : Postmile: Phase: Environmental Document/Pre-Design Phase (PAED) Completion Date 06/30/2014

Transit Rt: Transit Mode: Subway Fare: 1.35 Trans Fee: 0.00 Prk Ride Loc: Air Basin: SCAB Envir Doc: FINAL ENVIRONMENTAL IMPACT STATEMENT

Headway Peak: 10 Headway OP: 15-20 Stop Time : 0.00 Parking \$: Stop Dist: Uza: Los Angeles-Long Beach-Santa Ana Sub-Area: Sub-Region:

Program Code: RAN92 - RAIL EXTENSION Stop Loc: various CTIPS ID: EA #: PPNO:

	PHASE	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	PROG TOTAL
	PE									
	RW									
	CON									
	SUBTOTAL									
LTF - Local Transportation	PE	\$9,839								\$9,839
	RW	\$0								\$0
	CON	\$0								\$0
	SUBTOTAL	\$9,839								\$9,839
	TOTAL	\$9,839								\$9,839
	TOTAL PE:	\$9,839								
	TOTAL RW:	\$0								
	TOTAL CON:	\$0								

- **General Comment:** Total costs have been decreased to reflect PE costs for Metro Purple Line Extension Section 3 only. The costs for Section 1 and 2 have been moved to their own TIP project numbers: LA0G447 and LA0G1052.

- **Mdeling Comment:**

- **TCM Comment:**

- **Narrative:** Project cost decreased by \$110,846 and by 91.85%

Change Project Description:

- from "Metro Purple Line Westside Subway Extension to Westwood - P/E only" to "Metro Purple Line Westside Subway Extension Section 3 - Century City to Westwood/VA Hospital"

Decrease Funding

STP-RIP:

— Delete funds in 09/10 in ENG for \$2,568 5339:

— Delete funds in 10/11 in ENG for \$311

— Delete funds in 12/13 in ENG for \$113

LTF:

— Delete funds in 09/10 in ENG for \$12,200

- Decrease funds in 10/11 in ENG from \$22,255 to \$5,861

- Decrease funds in 11/12 in ENG from \$29,166 to \$3,978

— Delete funds in 12/13 in ENG for \$-29,166

— Delete funds in 13/14 in ENG for \$24,601

MR35:

— Delete funds in 12/13 in ENG for \$45,060

— Delete funds in 13/14 in ENG for \$13,577

Total project cost decreased from \$120,685 to \$9,839

Last Revised Adoption 15-00 - APPROVED

Change reason: Carry Over, Carry over from 13-1

Total Cost

\$9,839