



Board Report

File #: 2016-0379, File Type: Project

Agenda Number: 44.

CONSTRUCTION COMMITTEE  
JUNE 16, 2016

**SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT**

**ACTION: APPROVE FFGA BUDGET, REVENUES, AND THE FUTURE REDIRECTION SAVINGS FROM EXPOSITION PHASE 2 IN SUPPORT OF \$1.5 BILLION IN FFGA AND TIFIA LOAN REQUESTS FOR THE WPLE SECTION 2 PROJECT**

**RECOMMENDATION**

CONSIDER:

- A. ESTABLISHING a Full Funding Grant Agreement (FFGA) Budget of \$2,410,544,879 as described in Attachment A for the **Westside Purple Line Extension (WPLE) Section 2 project**, consistent with direction from the Federal Transit Administration (FTA);
- B. AUTHORIZING up to \$54.5 million in funds expected from the City of Beverly Hills as their 3% contribution to be advanced from Measure R funds from the Westside Subway Extension line item in the Measure R Expenditure Plan, in support of the FFGA requirements of the FTA;
- C. APPROVING the Measure R Cost Management Process and Policy analysis and funding strategy in Attachment B to use up to \$191.81 million Measure R funds from the Westside Subway Extension line in the Measure R Expenditure Plan to meet the new cost and revenue assumptions in the Short Range Transportation Plan;
- D. DIRECTING the CEO to assume that all savings from the Exposition Light Rail Phase 2 project will be redirected to WPLE Section 2 project at such time as the Expo project is closed out and the necessary actions of the Metro Board of Directors can be secured to free up these funds; and
- E. APPROVING the resolution in Attachment C updating the FTA on these actions as they relate the Metro's WPLE Section 2 Financial Plan from August 2015.

**ISSUE**

This report provides recommended actions of the Metro Board of Directors that are necessary to secure federal approval of a \$1,187 million Federal Transit Administration (FTA) Full Funding Grant

---

Agreement (FFGA) and a \$307 million Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan. Without approval of the recommendations in this report, the Federal Transit Administration's schedule for concurrent approval of these important federal funds will be delayed.

With regard to the City of Beverly Hills, it has been the Board's direction to pursue local financial contributions for Measure R transit projects consistent with the approved Long Range Transportation Plan. Generally, these agreements have been negotiated after the Board has established a budget for the project. Given the on-going litigation with the City of Beverly Hills related to the NEPA lawsuit, it has not been practical to open these negotiations until now. Given the requirement by FTA to solidify all fund sources prior to finalizing the FFGA and TIFIA loan documents now, it is necessary to identify a fall back source of funds for this expected contribution, as an advance pending future negotiations with Beverly Hills.

## **DISCUSSION**

The Westside Purple Line Extension Section 2 project (the Project) is the second of three sections to be designed and constructed as part of the Los Angeles County Metropolitan Transportation Authority (Metro) Measure R Program. The program was approved by Los Angeles County voters in November 2008 and provides a half-cent sales tax to finance new transportation projects. In April 2012, the three sections of the Project were environmentally cleared and adopted by the Metro of Board of Directors.

WPLE Section 2 will extend the Purple Line by 2.59 miles from the interim Section 1 terminus at the Wilshire/La Cienega Station that is currently under construction. From this station, the twin tunnel alignment will travel westerly beneath Wilshire Boulevard to two new stations in the City of Beverly Hills (Wilshire/Rodeo Station) and the City of Los Angeles (Century City/Constellation Station). Underground stations will be located at the intersections of Wilshire/Rodeo and Century City/Constellation. The Project will also include trackwork, train control and signals, communications, traction power supply and distribution, and fare collection systems that will connect and operate with the existing system. The Project schedule requires completion in August 2025. The major scope elements of the Project are included in the C1120 Design/Build Contract procurement with proposals due on June 1, 2016.

## **DETERMINATION OF SAFETY IMPACT**

This Board action complies with established safety standards.

## **FINANCIAL IMPACT**

Consistent with the procedures analysis contained in the Measure R Cost Management Process and policy, this action revises the WPLE Section 2 cost assumptions used in the June 2015 SRTP Update to include cost changes of \$137.31 million, as shown in Attachment A, and identifies advance funding B, Table 1 to backfill the City of Beverly Hills' assumed 3% contribution of \$54.5 million. Attachment B provides the required Process and Policy Analysis. The updated cost estimates therein can be supported by Measure R 35% Transit Capital funding from the line item for this project in the Measure R Expenditure Plan. This action cannot be deferred without seriously impacting the FFGA

and TIFIA schedules for the WPLE Section 2 project.

Approval of these funds will reduce funds available for a Westside Area Sub-Regional Measure R replacement project(s) from approximately \$360 million to \$170 million as discussed in Attachment B. No other sub-regions or Measure R projects are impacted by this recommendation. Since this is a multi-year Project, the Executive Director of Program Management and the WPLE Section 2 Project Manager will be responsible for budgeting costs for future years, including any options exercised.

#### Impact to Budget

This recommended action establishes an FFGA budget. A full Life of Project (LOP) budget will be established along with the recommended contract award later this year. This approach is consistent with that recommended in the Office of Inspector General (OIG) Construction Best Practices Report and lessons learned regarding establishing final budgets, when adequate information (such as the selected bid price) are available.

The sources of funds for the Project are capital funds identified shown in Attachment B, Exhibit 1. The recommendation was assumed in the Long Range Transportation Plan for the WPLE Section 2 project and does not have an impact to operations funding sources. The Measure R Cost Management Process and Policy Analysis, Attachment B, describes the process used to analyze the availability of funds for these cost and revenue assumption changes

#### Resolution of the Metro Board of Directors

The FTA has requested a resolution specifying the Metro Board of Directors approval on the updated project cost and attendant revenues. While the Metro Board of Directors is approving all changes and revenue made since June of 2015 at this time (as outlined in Attachment B), discussions with the FTA have revolved around a higher cost estimate made in August 2015 in support the WPLE Section 2 Financial Plan. As a consequence, the resolution in Attachment C required by the FTA references cost changes made since the August 2015 WPLE 2 Financial Plan, which included all of the cost changes known at that time. The net cost changes necessary to include in the resolution for the FTA are as shown in the table below:

Westside Purple Line Extension Section 2	August 2015 FTA Submittal (\$ millions)	Current Cost Estimate Submitted to FTA (\$ millions)	FTA Difference (\$ millions)
Guideways	\$ 385.32	\$ 385.32	\$ -
Stations	\$ 521.02	\$ 517.38	\$ (3.64)
Special Conditions	\$ 406.93	\$ 406.96	\$ 0.02
Systems	\$ 96.73	\$ 96.73	\$ -
ROW	\$ 278.58	\$ 312.42	\$ 33.84
Vehicles	\$ 85.35	\$ 85.35	\$ -
Professional Services	\$ 384.81	\$ 383.94	\$ (0.87)
Unallocated Contingency	\$ 219.15	\$ 222.44	\$ 3.29
Total	\$ 2,377.90	\$ 2,410.55	\$ 32.64

## **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with the approval of the cost change and resolution. This is not recommended as this is an adopted project with the Long Range Transportation Plan and not approving the recommended action at this time will delay the schedule, jeopardize \$1.5 billion in grants and loans, and will increase the cost of the Project. Therefore, if the Board does not approve the recommended actions the following consequences may occur:

- Potential loss of funds under the FFGA; and
- Potential loss of funds under the TIFIA Loan Agreement.

## **NEXT STEPS**

Metro staff has initiated discussions with the FTA regarding how to address the new amounts in the context of the overall WPLE Section 2 FFGA budget. Once these discussions are complete, Metro staff will have similar discussions with the TIFIA office regarding the plan of finance for the WPLE Section 2 TIFIA loan documents and application.

Once proposals for the main design build contract C1120 have been evaluated and an award recommendation is brought to the Board for approval, a life of project budget will be established for WPLE Section 2.

## **ATTACHMENTS**

Attachment A - FFGA Budget

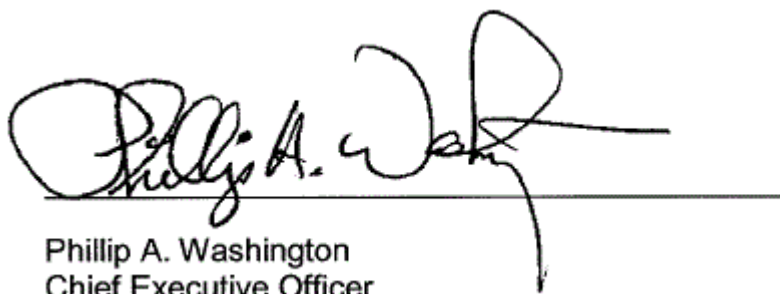
Attachment B - Measure R Cost Management Process and Policy Analysis

Attachment C - Los Angeles County Metropolitan Transportation Authority Resolution for Westside

Purple Line Extension Section 2

Prepared by: Dennis Mori, Executive Officer, Project Director, (213) 922-7221  
David Yale, Managing Executive Officer, (213) 922-2469  
Rick Wilson, Deputy Executive Officer, Program Control, (213) 922-3627

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077  
Richard Clarke, Executive Director, Program Management, (213) 922-7557



Phillip A. Washington  
Chief Executive Officer

**Attachment A**  
**Westside Purple Line Extension Section 2 Project**  
**FFGA Budget**  
**Funding/Expenditure Plan**  
**(Dollars in Millions)**

Capital Project 865522	Prior	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total	% of Total
<b>Uses of Funds</b>														
Construction	-	8.7	66.9	117.2	202.5	260.5	234.4	235.6	179.1	82.9	18.4	-	1,406.4	58.3%
Right-of-Way	40.0	73.7	195.1	-	3.6	-	-	-	-	-	-	-	312.4	13.0%
Vehicles	-	-	7.9	8.1	16.5	17.0	17.6	18.2	-	-	-	-	85.4	3.5%
Professional Services	25.6	30.5	54.7	52.0	32.3	28.9	27.9	28.9	26.9	19.4	17.6	39.2	384.0	15.9%
Project Contingency	-	-	32.6	33.7	35.6	24.2	24.7	15.7	16.0	13.8	14.3	11.9	222.4	9.2%
<b>Total Project Cost*</b>	<b>65.7</b>	<b>112.9</b>	<b>357.2</b>	<b>211.1</b>	<b>290.5</b>	<b>330.7</b>	<b>304.7</b>	<b>298.4</b>	<b>222.0</b>	<b>116.2</b>	<b>50.3</b>	<b>51.0</b>	<b>2,410.5</b>	<b>100.0%</b>
<b>Sources of Funds**</b>														
Federal 5309 New Starts	-	58.0	142.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0	1,187.0	49.2%
Federal TIFIA Loan Proceeds (Repaid with Measure R 35%)	-	-	146.0	61.0	100.0	-	-	-	-	-	-	-	307.0	12.7%
Measure R 35%	10.9	54.8	58.2	48.1	60.5	174.7	113.7	125.4	75.0	1.2	14.3	(44.0)	692.8	28.7%
Repayment of Capital Project Loans	54.8	-	-	-	-	-	-	-	-	-	-	-	54.8	2.3%
Federal CMAQ	-	-	11.0	2.0	30.0	56.0	44.0	26.0	-	-	-	-	169.0	7.0%
<b>Total Project Funding</b>	<b>65.7</b>	<b>112.9</b>	<b>357.2</b>	<b>211.1</b>	<b>290.5</b>	<b>330.7</b>	<b>304.7</b>	<b>298.4</b>	<b>222.0</b>	<b>116.2</b>	<b>50.3</b>	<b>51.0</b>	<b>2,410.5</b>	<b>100.0%</b>

\*Does not include \$88,694,657 in finance costs.

\*\*Timing of funding sources is subject to change.

**Measure R Cost Management Process and Policy Analysis  
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 2**

May 4, 2016

**Introduction**

The Measure R Cost Management Process and Policy (the Policy) was adopted by the Metro Board of Directors in March 2011. The Policy caps Measure R project funding at the amounts in the Expenditure Plan approved by voters. The intent of the Policy is to inform the Metro Board of Directors regarding potential cost increases to Measure R-funded projects and the strategies available to close any funding gaps. The Westside Purple Line Extension Section 2 Project warrants such an analysis due to a \$137.31 million, 6% cost increase relative to what was last reported to the Metro Board of Directors in June 2015. In addition, the City of Beverly Hills has not yet identified or agreed to their assumed 3% contribution of \$54.5 million. In total, \$191.81 million, 8.4% of new funding or cost reductions are needed to resolve the issue, as shown in Table 1:

**Table 1 – Westside Purple Line Extension Section 2 Cost Increase Summary (\$ millions)**

<b>Cost Element</b>	<b>June 2015 SRTP Update</b>	<b>Current Cost Estimate</b>	<b>Difference</b>
Guideways	\$ 378.23	\$ 385.32	\$ 7.09
Stations	\$ 479.82	\$ 517.38	\$ 37.56
Special Conditions	\$ 424.90	\$ 406.96	\$ (17.94)
Systems	\$ 91.42	\$ 96.73	\$ 5.31
ROW	\$ 221.71	\$ 312.42	\$ 90.71
Vehicles	\$ 100.06	\$ 85.35	\$ (14.71)
Professional Services	\$ 369.44	\$ 383.94	\$ 14.50
Unallocated Contingency	\$ 207.65	\$ 222.44	\$ 14.79
<b>Subtotal Project Costs and Shortfall</b>	<b>\$2,273.23</b>	<b>\$2,410.54</b>	<b>\$137.31</b>
Backfill of Beverly Hills Contribution	\$ -	\$ 54.50	\$ 54.50
<b>Subtotal Revenue Shortfall</b>		<b>\$ 54.50</b>	<b>\$ 54.50</b>
<b>Total Funding Need</b>			<b>\$191.81</b>

The total Measure R commitment to WSPLE is \$4,074 million. The Measure R funds targeted to the Westside Purple Line Extension (WPLE) Sections 1 and 2 as of June 2015 are \$2,266 million. The \$1,808 million remaining available for WPLE Section 3 from Measure R can be used to address the shortfall if doing so meets the Metro Board defined Measure R Debt Policy tests. Our cash flow and borrowing analysis indicates that any savings on the Exposition Phase 2 LRT project should be folded into the cash flow for the WPLE Section 2 project as soon as that figure is finalized. With this assumption, the cash flow and borrowing forecasts are permissible under the current

Measure R Debt Policy.



## **Measure R Cost Management Policy Summary**

The adopted Policy stipulates the following:

If a project increase occurs, the LACMTA Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Increases will be measured against the 2009 Long Range Transportation Plan (LRTP) as adjusted by subsequent actions on cost estimates taken by the LACMTA Board of Directors. With certain exceptions, shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order:

- 1) Value engineering and/or scope reductions;
- 2) New local agency funding resources;
- 3) Shorter segmentation;
- 4) Other cost reductions within the same transit corridor or highway corridor;
- 5) Other cost reductions within the same sub-region; and finally,
- 6) Countywide transit and highway cost reductions and/or other funds will be sought using pre-established priorities.

The policy was amended in January 2015 to establish Regional Facility Areas at Ports, airports and Union Station; and states that any:

*“...capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reductions. Cost increases regarding these projects will be addressed from the regional programs share.”*

The Westside Purple Line Extension Project Section 2 does not fall within a Regional Facility Area.

## **Value Engineering and/or Scope Reductions**

During the development of the Preliminary Engineering for the Request for Proposal (RFP) documents, staff conducted Value Engineering (VE) Workshops utilizing a VE Panel of transit industry professionals with participation including the FTA’s Project Management Oversight Consultant (PMOC). The VE items believed to have the potential of yielding the largest cost savings were incorporated into the Advanced Preliminary Engineering (PE) designs in 2012. These items included the reduction of underground station footprint sizes and station depths. Station room layouts and other architectural elements were standardized to reduce design, construction, operations and maintenance costs. The Project Team also analyzed constructability issues and various construction sequencing scenarios to reduce risks and the overall durations for tunneling and cut-and-cover underground construction.

In 2014, an operational analysis was performed and the operational infrastructure was evaluated to determine the impacts if scope items were not constructed or purchased. The resulting operational impacts are as follows:

- Not constructing the track crossover, east of the Wilshire/Rodeo Station, will increase passenger wait times between trains when one track is out of service between Wilshire/La Cienega and Century City/Constellation stations.
- Not constructing tunnel/systems/track for the tailtrack west of the Century City/Constellation Station will not provide for storage of trains for routine operations, special events or vehicle maintenance issues. However, the station will still provide the minimum operational requirements for a temporary WPLE Section 2 terminus to be located at the Century City/Constellation Station.
- Reducing the heavy rail vehicles to be acquired for WPLE Section 2 from 20 to 10 will require either: 1) increases in the passenger wait times or 2) operation of shorter trains.

The impact of the crossover and tailtrack elimination has been determined to be reasonably acceptable for the operation of WPLE Section 2.

Further reductions in scope would likely substantially delay the project or result in a project not consistent with the Locally Preferred Alternative. As a result, we recommend moving to the next step.

### **New Local Agency Funding Resources**

Per Note G in the Measure R Expenditure Plan, local agencies are expected to contribute an amount equal to three percent of total costs for transit corridor projects listed in the Expenditure Plan. Since the City of Beverly Hills cannot meet their local contribution requirement in the time available for the Full Funding Grant Agreement (FFGA) schedule required by the FTA, this has led to a \$54.5 million shortfall in the project that puts at risk \$1.5 billion in New Starts grants and TIFIA loans. We are continuing negotiate with the City of Beverly Hills to reach a mutually satisfactory resolution to several environmental, real estate, and 3% contribution issues. Per Measure R, we will continue to seek the 3% contribution from the City of Beverly Hills.

Similarly, the \$1,187 million New Starts FFGA and the \$307 million TIFIA loan currently being negotiated between the FTA and Metro will both state that all cost increases are to be borne by the project sponsor, not the Federal Transit Administration or TIFIA. Pursuant to those agreements, we are assuming that no additional New Starts or TIFIA loan funds can be made available to cover the cost increase.

### **Shorter Segmentation**

While shorter segmentation is possible for the Westside Purple Line Extension, we recommend against this step for several reasons. The only Section which could be shortened is Section 3. This would require eliminating the Veteran Affairs Station and moving the terminus to Westwood. In addition to higher real estate prices in Westwood, eliminating the Veteran Affairs station would require LACMTA to prepare a supplemental Environmental Impact Statement/Environmental Impact Report (EIS/EIR) due to significant project changes. As a result, there may be significant project delays and increased costs to the project. We do not recommend shorter segmentation.

### **Other Cost Reductions within the Same Transit Corridor**

The Westside Purple Line Extension is broken into three sections. Section 1 is already under construction and there are no reductions that can be moved from Section 2 to Section 3. As we enter into advanced preliminary engineering for Section 3, we will be considering further value engineering studies. The results of these studies will not be available in the timeframe necessary for this action.

### **Other Cost Reductions within the Same Subregion**

Should the Metro Board elect not to use Measure R 35% from the Westside Purple Line Extension, the Metro Board could choose to use the cost underruns from the Exposition Light Rail Transit Phase 2 Project to partially cover the cost increase. The Metro Board can elect to use the Measure R 35% from the Transit Capital Subfund<sup>1</sup> forecasted as a reserve for Westside replacement projects. This subfund is comprised of reserves of Measure R 35% which are allocated to the Westside Purple Line Extension per the Measure R Ordinance as well as project savings from the Exposition Light Rail Line Phase 2.

The June 2015 Short Range Transportation Plan Financial Model Update identified up to \$691.6 million in Measure R 35% assigned to the Westside Purple Line Extension as potentially available from the Transit Capital Subfund Westside reserve. A substantial, but as yet undetermined additional amount could potentially be added when the Exposition Phase 2 project is closed-out by the Metro Board of Directors. More current planning documents not yet presented to the Metro Board indicate that the reserve stands at \$360.48 million due to additional needs for WPLE Section 3. Allocating \$191.81 from this source now to Section 2 to meet the cost and revenue shortfall in Table 1 will limit the amount remaining to \$168.67 (plus any Expo Phase 2 savings yet to be determined) using these more current forecasts. None of these forecasts assume passage of the Potential Ballot Measure.

---

<sup>1</sup> Section 7(1)(d)(4) of the Measure R Ordinance allows any unused Measure R be credited to the Transit Capital Subfund and expended for Capital Projects located within the same subregion as the project so completed.

As shown in the previous step, Measure R funds are to be used in the same subregion as the project. We recommend the Metro Board utilize the Measure R savings from the Exposition Light Rail Transit Phase II Project to cover the funding shortfall on Section 2 of the Westside Purple Line Extension as soon as the close out figure is approved by the Metro Board.

The Metro Board may also decide to defer Call for Projects located within the subregion as shown in Table 2. Currently, the Westside Subregion has \$12.2 million in committed funds for the Call for Projects. The projects shown below came from the 2013 and 2015 Call for Projects and do not have executed MOU/LOAs. We do not recommend this option as the projects would not fully address the funding gap and are important transportation projects.

**Table 2 – Metro Call for Projects Located in the Westside Subregion**

ProjID	Agency	Project	Source	FY2017	FY2018	FY2019	FY2020	FY2021	Total
F7401	Culver City	Culver CityBus Clean Fuel Bus Replacement	LTF	\$ -	\$ -	\$ -	\$ 1.69	\$ 2.52	\$ 4.21
F7507	Culver City	Ballona Creek Bike Path Connectivity Project at Higuera Bridge	LTF	\$ -	\$ 0.23	\$ -	\$ 0.39	\$ -	\$ 0.62
F7704	Santa Monica	Multi-modal Wayfinding: Congestion Reduction/Station Access	LTF	\$ -	\$ 0.36	\$ 0.57	\$ 0.36	\$ -	\$ 1.29
<b>2013 CFP Total</b>				<b>\$ -</b>	<b>\$ 0.60</b>	<b>\$ 0.57</b>	<b>\$ 2.43</b>	<b>\$ 2.52</b>	<b>\$ 6.11</b>
F9537	Beverly Hills	Beverly Hills Bikeshare Program	LTF	\$ 0.010	\$ 0.010			\$ 0.262	\$ 0.28
F9625	Santa Monica	17th Street/SMC Expo Pedestrian Connectivity Improvements	CMAQ	\$ 0.163	\$ 1.332				\$ 1.49
F9434	Santa Monica	Bus Replacement - City of Santa Monica	CMAQ	\$ 1.765					\$ 1.77
F9807	Santa Monica	Santa Monica Expo and Localized Travel Planning Assistance	LTF	\$ 0.127	\$ 0.123	\$ 0.126			\$ 0.38
F9533	Santa Monica	Beach Bike Path Ramp Connection to Santa Monica Pier	CMAQ	\$ 0.138				\$ 0.912	\$ 1.05
F9517	West Hollywood	WeHo Bikeshare Implementation and Interoperability Project	LTF	\$ 0.511					\$ 0.51
F9424	West Hollywood	West Hollywood CityLine Vehicle Replacement	LTF		\$ 0.640				\$ 0.64
<b>2015 CFP Total</b>				<b>\$ 2.71</b>	<b>\$ 2.10</b>	<b>\$ 0.13</b>	<b>\$ -</b>	<b>\$ 1.17</b>	<b>\$ 6.12</b>
<b>Total CFP Eligible Revenues</b>				<b>\$ 2.71</b>	<b>\$ 2.70</b>	<b>\$ 0.70</b>	<b>\$ 2.43</b>	<b>\$ 3.69</b>	<b>\$ 12.23</b>

**Countywide Transit Cost Reductions and/or Other Funds**

This cost increase does not require any countywide cost reductions or other funds.

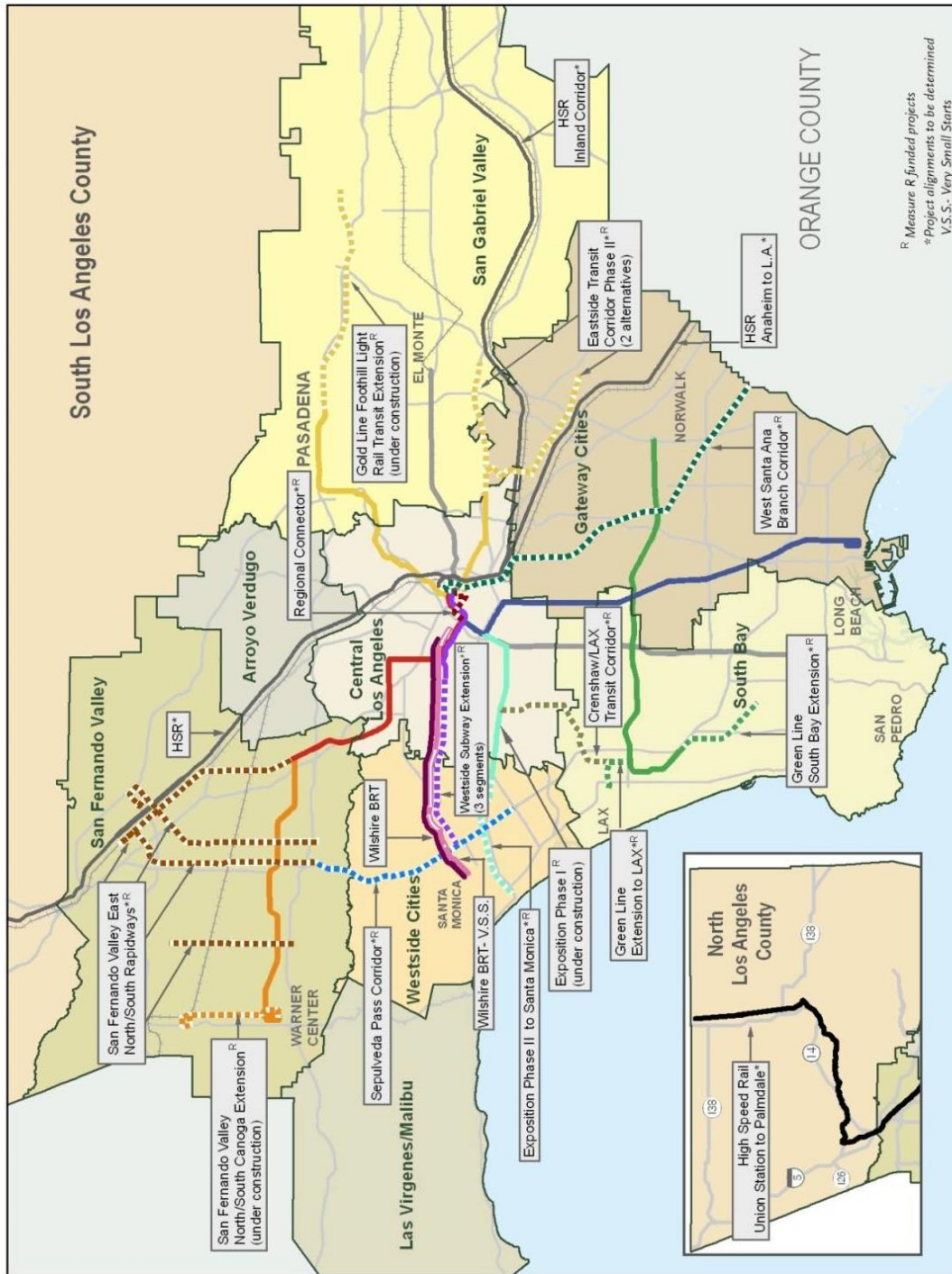
**Long Range Transportation Plan Financial Forecast**  
**Westside Purple Line Extension Project Funding Comparison (Section 2)**

Attachment B - Exhibit 1

		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2026	2026	Total		
(\$ in millions)		Prior	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2026	2026			
SRTP Mar 2014	<b>As of March 2014</b>																		
	Planning/Environmental																	-	
	Proposition A 35%																	-	
	Proposition C 25%																	-	
	Measure R 35%	3.8	1.0	1.1	47.2	47.8	63.7	168.7	67.3	96.8	50.3	1.3	2.7	(85.0)				466.7	
	Measure R 35% TIFIA Loan				146.0	61.0	100.0												307.0
	Lease Revenues																		-
	Repayment of Capital Projects Fund 3562	14.8	33.1						41.1										89.0
	Local Agency Funds									54.5									54.5
	Regional Improvement Program																		-
	CMAQ & RSTP				11.0	2.0	30.0	56.0	44.0		26.0								169.0
	Section 5309 New Starts			66.0	134.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0					1,187.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds																		-
	5309 Capital Grant Rcpt Rev Bonds Repay & Int																		-
Other State & Federal																		-	
<b>Total</b>		18.6	34.1	67.1	338.2	210.8	293.7	324.7	299.4	298.3	223.3	116.3	38.7	10.0	0.0			2,273.2	
April 20, 2016	<b>As of 12/7/15</b>																		
	Planning/Environmental																		-
	Proposition A 35%																	-	
	Proposition C 25%																	-	
	Measure R 35%	3.8	7.5	49.1	33.4	48.1	60.5	174.7	112.9	120.3	70.2	(1.1)	12.0	(53.0)				638.3	
	Measure R 35% TIFIA Loan				146.0	61.0	100.0												307.0
	Lease Revenues																		-
	Repayment of Capital Projects Fund 3562	14.8	40.0	-															54.8
	Local Agency Funds													54.5					54.5
	Regional Improvement Program																		-
	CMAQ & RSTP				11.0	2.0	30.0	56.0	44.0	26.0									169.0
	Section 5309 New Starts			66.0	134.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0					1,187.0
	5309 Capital Grant Rcpt Rev Bonds Proceeds																		-
	5309 Capital Grant Rcpt Rev Bonds Repay & Int																		-
Other State & Federal																		-	
<b>Total</b>		18.6	47.5	115.1	324.4	211.1	290.5	330.7	303.9	293.3	217.2	113.9	48.0	96.5	0.0			2,410.6	
Change	<b>Change</b>																		
	Planning/Environmental	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	(0.0)	6.5	47.9	(13.9)	0.3	(3.2)	6.0	45.6	23.6	19.9	(2.4)	9.2	32.0	-	-	-	171.6	
	Measure R 35% TIFIA Loan <sup>(1)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Repayment of Capital Projects Fund 3562	-	6.9	-	-	-	-	-	(41.1)	-	-	-	-	-	-	-	-	-	(34.2)
	Local Agency Funds	-	-	-	-	-	-	-	-	(54.5)	-	-	-	-	54.5	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP <sup>(2)</sup>	-	-	-	-	-	-	-	-	26.0	(26.0)	-	-	-	-	-	-	-	-
	Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5309 Capital Grant Rcpt Rev Bonds Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	5309 Capital Grant Rcpt Rev Bonds Repay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State & Federal <sup>(5)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total</b>		(0.0)	13.4	47.9	(13.9)	0.3	(3.2)	6.0	4.5	(4.9)	(6.1)	(2.4)	9.2	86.5	-			137.3	

Map 1: 2009 LRTP – Subregions and Transit Corridors

2009 LRTP - Transit Corridors



**Los Angeles County Metropolitan Transportation Authority  
Board Resolution  
Approval of Westside Purple Line Extension Section 2 Project  
Additional Financial Commitments of \$87.1Million**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles; and

**WHEREAS**, the LACMTA is an eligible project sponsor and may receive federal funding from the Federal Transit Administration (FTA) for transit projects, including the Westside Purple Line Extension Section 2 project (“Project”); and

**WHEREAS**, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) provides loans for qualified transportation projects of regional and national significance; and

**WHEREAS**, the FTA administers grant funding under the federal New Starts Program pursuant to the transit capital investment program (49 U.S.C. 5309) which provides capital assistance for new fixed guideway systems; and

**WHEREAS**, the Project is an eligible project for funds under the New Starts Program and for a TIFIA loan; and

**WHEREAS**, LACMTA submitted a Financial Plan to the FTA in August 2015 with a project cost estimate of \$2,377.9 million that is now instead estimated to cost \$2,410.5 million, an increase of \$32.6 million; and

**WHEREAS**, the Financial Plan submitted to the FTA assumed a local funding contribution of \$54.5 million for the Project that has not yet been agreed to in writing by the City of Beverly Hills and cannot be agreed to before the end of May 2016;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Los Angeles County Metropolitan Transportation Authority hereby commits an additional \$87.1 million in Measure R funds to the Westside Purple Line Extension Section 2 project Financial Plan to compensate for the \$32.6 million estimated cost increase and the \$54.5 million in not yet committed local contributions, for the purposes of demonstrating all funding is committed since that is a prerequisite for receipt of a Full Funding Grant Agreement from FTA.

## CERTIFICATION

The undersigned, duly qualified and acting as the Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, May 26, 2016.

---

Michelle Jackson  
LACMTA Secretary

Dated:

(SEAL)



Los Angeles County  
Metropolitan Transportation Authority

**Metro**