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**Agenda - Final**

**Wednesday, December 1, 2021**

**10:30 AM**

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Los Angeles, CA 90012

**Measure M Independent Taxpayer Oversight**  
**Committee**

*Linda Briskman – Chair*

*Ryan Campbell – Vice Chair*

*Virginia Tanzmann*

*Richard Stanger*

*Gregory Amparano*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**

### **(ALSO APPLIES TO BOARD COMMITTEES)**

#### **PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

#### **INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

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## LIMITED ENGLISH PROFICIENCY

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**323.466.3876**

x2 *Español (Spanish)*

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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

## CALL TO ORDER

## ROLL CALL

1. **SUBJECT: REMARKS BY THE CHAIR** [2021-0733](#)

**RECOMMENDATION**

RECEIVE remarks by the Chair.

2. **SUBJECT: MINUTES** [2021-0734](#)

**RECOMMENDATION**

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held September 1, 2021.

Attachments: [Measure M Minutes - September 1, 2021](#)

3. **SUBJECT: ORAL REPORT ON BUDGET** [2021-0648](#)

**RECOMMENDATION**

RECEIVE Oral Report on Budget.

Attachments: [Attachment A - Updated Select Operating Statistics](#)

4. **SUBJECT: ORAL REPORT ON LOCAL RETURN** [2021-0649](#)

**RECOMMENDATION**

RECEIVE Oral Report on Local Return.

Attachments: [Attachment A - Local Return](#)

5. **SUBJECT: ORAL REPORT ON STATE OF GOOD REPAIR** [2021-0650](#)

**RECOMMENDATION**

RECEIVE Oral Report on State of Good Repair.

Attachments: [Attachment A - State of Good Repair](#)

6. **SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECT STATUS** [2021-0651](#)

**RECOMMENDATION**

RECEIVE Oral Report on Transit and Highway Project Status.

Attachments: [Attachment A - Transit and Planning Updates](#)  
[Attachment B - Highway Projects Updates](#)

7. **SUBJECT: ORAL REPORT ON ACTIVE TRANSPORTATION**

[2021-0652](#)

**RECOMMENDATION**

RECEIVE Oral Report on Active Transportation.

**Attachments:** [Attachment A - Active Transportation Updates](#)

**SUBJECT: GENERAL PUBLIC COMMENT**

[2021-0735](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S  
SUBJECT MATTER JURISDICTION**

**Adjournment**



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3rd Floor Board Room  
Los Angeles, CA

## Board Report

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**File #:** 2021-0734, **File Type:** Minutes

**Agenda Number:** 2.

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### MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE DECEMBER 1, 2021

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held September 1, 2021.



## **MINUTES**

**Wednesday, September 1, 2021**

**10:30 AM**

### **Measure M Independent Taxpayer Oversight Committee**

**Directors Present:**  
**Linda Briskman – Chair**  
**Ryan Campbell – Vice Chair**  
**Virginia Tanzmann**  
**Richard Stanger**  
**Gregory Amparano**

**CALLED TO ORDER: 10:33 A.M.**

## ROLL CALL

### 1. SUBJECT: REMARKS BY THE CHAIR

2021-0532

RECEIVED remarks by the Chair.

Chair Briskman commented that recommendations regarding how data and reports are received have been previously made and if additional requests are needed, Committee members can make those requests at the end of the agenda.

VT	RC	LB (Chair)	RS	GA
P	P	P	P	P

### 2. SUBJECT: MINUTES

2021-0533

APPROVED Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held June 2, 2021.

VT	RC	LB (Chair)	RS	GA
Y	Y	Y	Y	Y

### 3. SUBJECT: ORAL REPORT ON BUDGET

2021-0510

RECEIVED oral report on Budget.

Director Stanger thanked staff for putting together the charts. They clearly show what Metro is trying to do. He asked that staff provide the data that supported the charts.

VT	RC	LB (Chair)	RS	GA
P	P	P	P	P

### 4. SUBJECT: ORAL REPORT ON LOCAL RETURN

2021-0511

RECEIVED oral report on Local Return.

VT	RC	LB (Chair)	RS	GA
P	P	P	P	P

\*\*\*\*\*

VT = V. Tanzmann	RC = R. Campbell	LB = L. Briskman	RS = R. Stanger	GA = G. Amparano
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LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT



**5. SUBJECT: ORAL REPORT ON STATE OF LOCAL RETURN****2021-0512**

RECEIVED oral report on State of Good Repair.

Chair Briskman questioned whether Metro defers maintenance to which staff responded that nothing is running unsafely but some assets are running past their useful life.

VT	RC	LB (Chair)	RS	GA
P	P	P	P	P

**6. SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECT STATUS****2021-0513**

RECEIVED oral report on Transit and Highway Project Status.

Regarding Westside Purple Line Extension, Director Amparano thanked staff for the reports containing information with use of contingency versus life-of-project funds. Additionally, the Director and staff discussed contractor tariffs and assumption of risk. Regarding Goldline, Director Amparano asked staff to elaborate about float days and whether the project will be re-based. He then asked why the report shows that no contingency funds have been spent yet to which staff clarified what is shown in the report.

Director Stanger added that when complete, the Goldline will be the longest light rail line in the world. He then asked if staff has an operational plan yet.

Regarding the Airport Metro Connector, Director Amparano commented that there is a risk of not providing NTP access to Crenshaw's right-of-way within 90 days. The challenge presented to Crenshaw's contractor is achieving substantial completion and obtaining CPUC certification for AMC to be issued. Staff will be tracking the progress of the certifications.

Director Stanger commented that it is hard to fathom a single station costing \$900M.

Director Amparano requested the reports as soon as they are available. Additionally, he asked that the competition percentage to be added under the projects for the presentation. He also asked for clarification regarding what the measurement is for the budget cost.

VT	RC	LB (Chair)	RS	GA
P	P	P	P	P

**7. SUBJECT: ORAL REPORT ON ACTIVE TRANSPORTATION**

**2021-0514**

RECEIVED Oral Report on Active Transportation.

VT	RC	LB (Chair)	RS	GA
P	P	P	P	P

Chair Briskman reminded everyone present that the next meeting is scheduled for December 1, 2021.

**ADJOURNED AT 11:37 A.M.**

Prepared by: Jessica Vasquez Gamez  
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



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## Board Report

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**File #:** 2021-0648, **File Type:** Oral Report / Presentation

**Agenda Number:** 3.

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### MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE DECEMBER 1, 2021

**SUBJECT: ORAL REPORT ON BUDGET**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE Oral Report on Budget.

Los Angeles County Metropolitan Transportation Authority

# **Los Angeles County Transit Operations**

## **Updated Select Operating Statistics**

**Bus/Light Rail/Heavy Rail**

**Measure M Taxpayer Oversight Committee**

**Dec 2021**



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# Measuring Transit Operations

## Objective:

Provide a revised baseline comparison of Los Angeles County Transit Operators and Metro within a modal group of peers, using National Transit Database (NTD) information, to identify and benchmark:

- Costs of Operations
- Service Delivery
- Statistical Measures of Cost and Service Efficiencies

## Basis of Data:

Periods include 2016 through 2020

Measures of Bus Operations includes:

- Motorbus, Commuter Bus, Rapid Bus
- Directly Operated and Purchased Transportation



# Measuring Transit Operations

Los Angeles County Bus Operations (excl LA Metro)												
Operator	Measures of Cost Efficiency				Measures of Service Effectiveness						Combined Overall Ranking	
	Operating Cost per Rev Mile	Operating Cost per Rev Hour			Operating Cost per Pass Mile	Operating Cost per Passenger	Passengers per Rev Mile	Passengers per Rev Hour				
	5 Year Overall Rank	5 Year Overall Rank	Composite Ranking		5 Year Overall Rank	5 Year Overall Rank	5 Year Overall Rank	5 Year Overall Rank	Composite Ranking			
City of Pasadena	4	1	1		10	1	6	6	5		1	
Montebello Bus Lines	8	5	6		5	4	5	5	4		2	
Santa Clarita Transit	1	6	2		3	10	13	10	9		3	
City of Glendale	6	2	4		14	5	7	9	8		4	
City of Los Angeles Department of Transportation	10	7	9		8	3	3	3	3		4	
Long Beach Transit	12	8	11		4	2	1	1	1		4	
Foothill Transit	3	4	2		2	11	12	13	11		7	
Culver City Municipal Bus Lines	14	13	13		6	5	2	2	2		8	
Antelope Valley Transit Authority	2	11	6		1	15	15	14	12		9	
Santa Monica's Big Blue Bus	15	12	13		8	7	4	4	5		9	
City of Redondo Beach - Beach Cities Transit	5	3	4		15	14	14	15	15		11	
Torrance Transit System	11	14	12		6	9	9	6	7		11	
City of Commerce Municipal Buslines	6	10	8		11	12	11	11	12		13	
City of Gardena Transportation Department	13	15	15		12	8	8	8	9		14	
Norwalk Transit System	9	9	10		13	13	10	11	14		14	

# Measuring Transit Operations

Metro versus Peer Bus Operators									
Operator	Measures of Cost Efficiency			Measures of Service Effectiveness					Combined Overall Ranking
	Operating Cost per Rev Mile	Operating Cost per Rev Hour		Operating Cost per Pass Mile	Operating Cost per Passenger	Passengers per Rev Mile	Passengers per Rev Hour		
	5 Year Overall Rank	5 Year Overall Rank	Composite Ranking	5 Year Overall Rank	5 Year Overall Rank	5 Year Overall Rank	5 Year Overall Rank	Composite Ranking	
Chicago Transit Authority	1	1	1	3	1	3	2	2	1
LA Metro	3	2	2	1	2	4	2	2	2
MTA New York City Transit	5	4	4	4	2	1	1	1	3
King County Department of Transportation	2	3	2	2	4	5	5	4	4
MTA Bus Company	4	5	4	5	5	2	4	4	5

# Measuring Transit Operations

Metro versus Peer Heavy Rail Operators									
Operator	Measures of Cost Efficiency			Measures of Service Effectiveness					Combined Overall Ranking
	Operating Cost per Rev Mile	Operating Cost per Rev Hour		Operating Cost per Pass Mile	Operating Cost per Passenger	Passengers per Rev Mile	Passengers per Rev Hour		
	5 Year Overall Rank	5 Year Overall Rank	Composite Ranking	5 Year Overall Rank	5 Year Overall Rank	5 Year Overall Rank	5 Year Overall Rank	Composite Ranking	
Metropolitan Atlanta Rapid Transit Authority	1	1	1	1	1	2	2	1	1
Port Authority Transit Corporation	2	4	2	2	4	4	3	3	2
Miami-Dade Transit	4	2	2	3	3	3	5	4	3
LA Metro	5	5	5	4	2	1	1	2	4
Maryland Transit Administration	3	3	2	5	5	5	4	5	4



# Measuring Transit Operations

Metro versus Peer Light Rail Operators									
Operator	Measures of Cost Efficiency			Measures of Service Effectiveness					Combined Overall Ranking
	Operating Cost per Rev Mile	Operating Cost per Rev Hour		Operating Cost per Pass Mile	Operating Cost per Passenger	Passengers per Rev Mile	Passengers per Rev Hour		
	5 Year Overall Rank	5 Year Overall Rank	Composite Ranking	5 Year Overall Rank	5 Year Overall Rank	5 Year Overall Rank	5 Year Overall Rank	Composite Ranking	
San Diego Metropolitan Transit System	2	2	2	1	1	2	2	1	1
Denver Regional Transportation District	1	1	1	2	3	5	5	4	2
San Francisco Municipal Railway	5	4	4	5	2	1	1	2	3
LA Metro	4	5	4	4	4	3	3	3	4
Dallas Area Rapid Transit	3	3	3	3	5	4	4	5	5

# Next Steps

- Update and include future Operating Comparisons when available
- Determine next layer of analytics for Committee Review



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## Board Report

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**File #:** 2021-0649, **File Type:** Oral Report / Presentation

**Agenda Number:** 4.

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### MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE DECEMBER 1, 2021

**SUBJECT: ORAL REPORT ON LOCAL RETURN**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE Oral Report on Local Return.

# Measure M Local Return

December 2021 update



Susan Richan and Chelsea Meister,  
Local Programming



# Local Return (LR) – Measure M

- Measure M (approved in 2016 – funding started FY18)
  - 17% LR share (16% share plus 1% of the 1.5% off the top)

- Requires Assurances and Understanding agreement

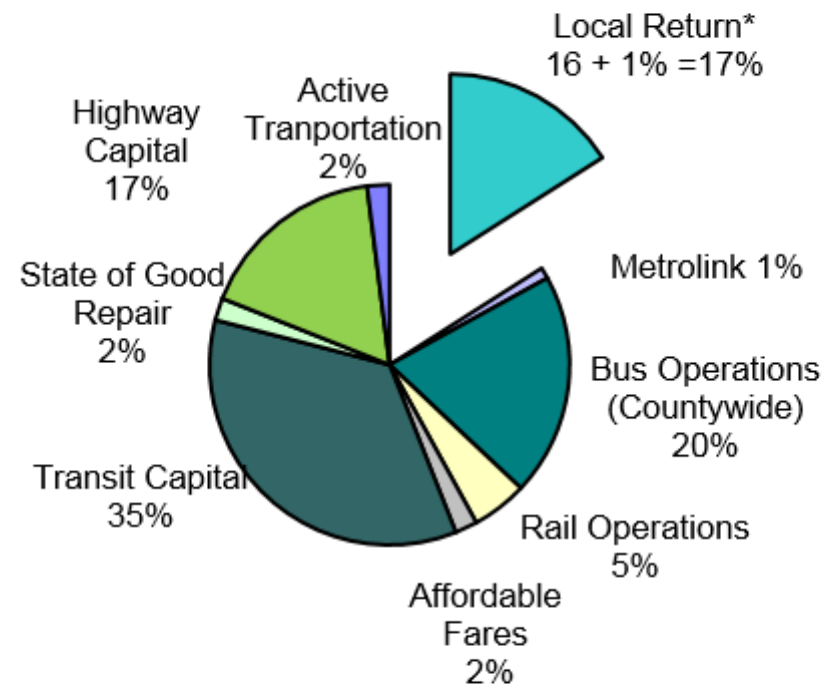
- Jurisdictions are audited annually for compliance to Measure M

Data from the LRMS

(Formerly on the Form M-One and Form M-Two)

Due dates are the same for all LR:  
August 1 (budget) and  
October 15th (expenditures)

## MEASURE M



\*Local Return receives 1% from the 1.5% of the "off the top" Administration

# LRMS – Updates

## Meetings and due dates

- Audit Workshop was held July 27, 2021, via TEAMS meeting
- 8/1/21 Project Updates Table - to carryover FY21 projects into new FY22 was due August 1<sup>st</sup>. Data was uploaded to FY22 “reports” section
- Audit “Actuals” are due Oct 15, 2021, or by individual audit date, whichever comes first for each city
- Cities are in the middle of their FY21 audit
  - Cities have met their Oct 15, 2021 due date for Actuals
  - Staff is currently meeting on Thursdays to go over Draft Audits
  - The audits will be completed on December 31, 2021

THANK YOU!

## Questions?

Susan Richan

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(213) 922-3017

Chelsea Meister

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## Board Report

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**File #:** 2021-0650, **File Type:** Oral Report / Presentation

**Agenda Number:** 5.

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### MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE DECEMBER 1, 2021

**SUBJECT: ORAL REPORT ON STATE OF GOOD REPAIR**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE Oral Report on State of Good Repair.





# Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management  
*State of Good Repair*





# Transit Asset Management (TAM)

*“TAM is a business model that uses condition of assets to guide optimal prioritization of funding at transit properties in order to keep our transit networks in a State of Good Repair” --- FTA*

## **Per FTA’s TAM Rulemaking – A Capital Asset is in a State Of Good Repair if it meets the following Objective Standards:**

- The capital asset is able to perform its designed function;
- The use of the asset in its current condition does not pose an identified unacceptable safety risk; and
- The life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

## **Metro’s TAM Policy Defines**

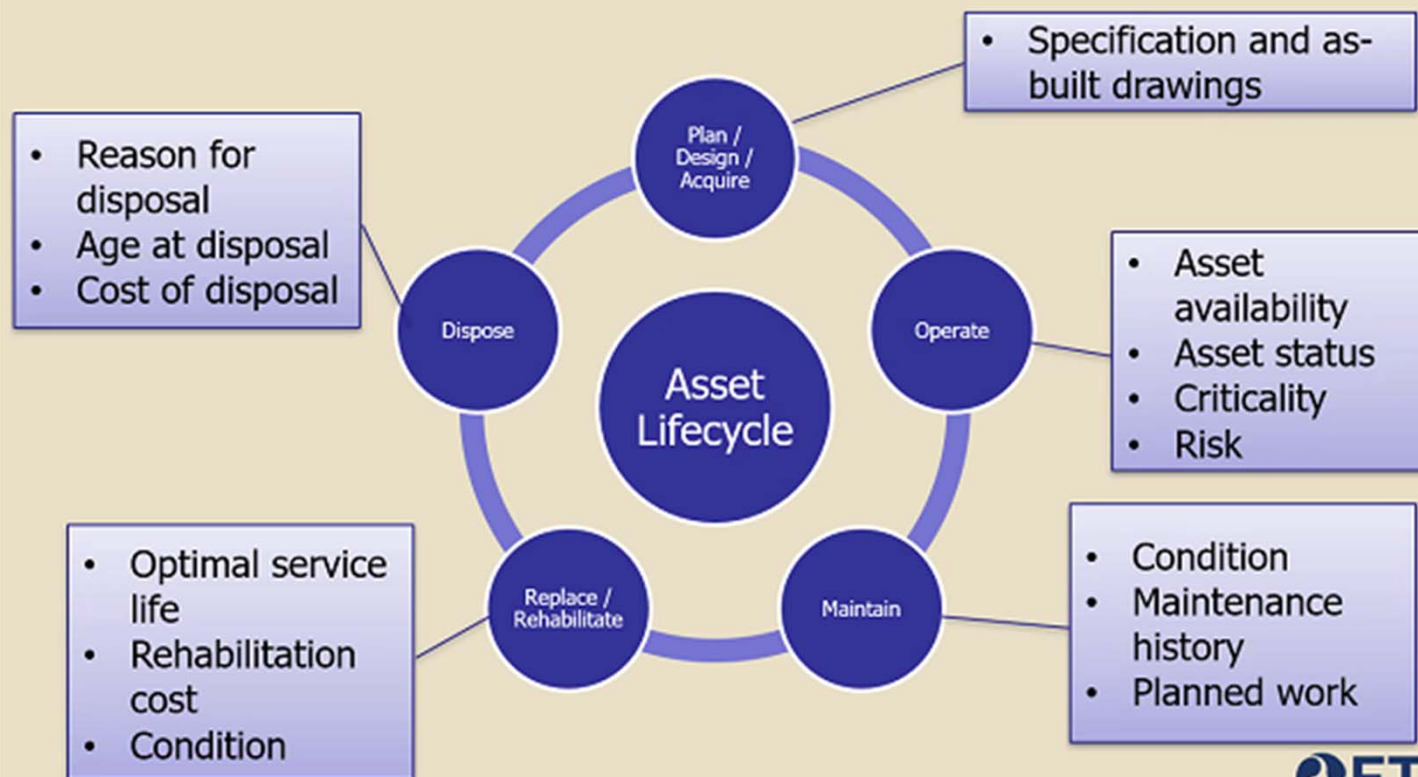
**SGR asset:** one that is currently in use in operation and its rehabilitation or replacement needs shall be included in the asset inventory.

**SGR capital project involves** rehabilitating or replacing an existing asset. *Excluded from this definition are capital projects for capacity enhancements or expansions to existing projects or new services.*



## TAM Overview

### Asset Information Requirements Throughout the Asset Lifecycle



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# TAM Inventory Database Overview

## Asset Database Statistics — as of Nov. 2020 NTD update

28,307 asset records tracking over 520,000 assets\*

\$26.7 B SGR needs over 40 years (FY21\$)\*

\$19.2B Asset Replacement Value (FY20\$)\*

\$2.7B Current Backlog (FY20\$)\*

\*ETAM still validating updated numbers

- ETAM Reported updated data into National Transit Database (NTD) 10/27/2021 - on time
  - 18 reports regarding asset inventory
  - NTD A90 report - Performance Measure Targets summarized on next page
- Next NTD update due is October 31, 2022

# Federal Transit Administration (FTA) Reporting Requirements FY21

	FTA TAM Performance Measures / Targets					Based on FY21 Census Date (6/30/2021)				FY22 Forecast			
	Asset Class	Performance Measure based on 49 CFR Part 625	① FY21 Target (reported to FTA)	② = ⑥ / ⑤ FY21 Actual (Calc'd by FTA)	③ = ⑩ / ⑨ FY22 Target (reported to FTA)	④ Total Asset Count	⑤ "Active" Asset Count	⑥ Exceeded ULB (NTD Method <sup>2</sup> )	⑦ Average Age	⑧ Total Asset Estimate	⑨ "Active" Asset Estimate	⑩ Exceeded ULB (NTD Method <sup>2</sup> )	⑪ Average Age
Rolling Stock	Articulated Bus (AB)	625.43(b): Rolling stock. The performance measure for rolling stock is the percentage of [active, dedicated] revenue vehicles [for which the agency has capital responsibility] within a particular asset class that have either met or exceeded their useful life benchmark.	46.59%	45.25%	34.07%	340	316	143	7.4	275	273	93	6.5
	Bus (BU)		15.12%	0.00%	2.63%	1,999	1,806	0	6.9	1,958	1,899	50	6.7
	Heavy Rail Vehicles (HR)		0.00%	0.00%	18.18%	102	88	0	24.3	102	88	16	25.3
	Light Rail Vehicles (LR)		0.00%	0.00%	0.00%	292	245	0	8.0	337	309	0	7.6
Equipment	Asset Class	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	FY21 Actual (Calc'd by FTA)	FY22 Target (reported to FTA)		Total Asset Count	Exceeded ULB (NTD Method <sup>2</sup> )	Average Age		Total Asset Estimate	Exceeded ULB (NTD Method <sup>2</sup> )	Average Age
	Automobiles	625.43(a): Equipment: (non-revenue) service vehicles. The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their useful life benchmark.	25.47%	25.63%	37.83%		480	123	7.7		460	174	8.5
	Trucks and Other Rubber Tire Vehicles		37.41%	39.64%	40.18%		999	396	10.2		978	393	10.1
	Steel Wheel Vehicles		20.00%	20.00%	20.00%		10	2	8.1		10	2	9.1
Facilities	Asset Class	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	FY21 Actual (Calc'd by FTA)	FY22 Target (reported to FTA)	Total Facilities	Facilities Assessed *	Facilities Below TERM Condition 3					
	Passenger Facilities (Stations & Parking)	625.43(d): Facilities. The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0.00%	0.00%	0.00%	255	213	0					
	Administration & Maintenance Facilities		0.00%	0.00%	0.00%	151	150	0					
Infrastructure	Asset Class	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	FY21 Actual (Calc'd by FTA)	FY22 Target** (reported to FTA)		Total Revenue Track	Average Performance Restriction					
	Heavy Rail (HR)	625.43(c): Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for rail fixed guideway, track, signals, and systems is the percentage of track segments with performance restrictions.	0.28%	0.38%	0.30%		31.84 miles	0.12 miles					
	Light Rail (LR)		2.36%	3.48%	2.78%		171.73 miles	5.97 miles					
	* FY21 Facility Performance Measure includes the facilities assessed in FY18 - FY21.												
	** FY22 Infrastructure Performance Measure forecast is 80% of FY21 actual performance measure.												
	‡ Uses the FTA/NTD method of calculating age: <b>Census Year - Year of Manufacture</b> for each asset.												

\* FY21 Facility Performance Measure includes the facilities assessed in FY18 - FY21.

\*\* FY22 Infrastructure Performance Measure forecast is 80% of FY21 actual performance measure.

† Uses the FTA/NTD method of calculating age: **Census Year - Year of Manufacture** for each asset.



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## FTA TAM Requirements - Accomplished

### **Metro's Enterprise Transit Asset Management (ETAM) staff accomplished:**

- All FTA FY21 TAM National Transit Database (NTD) reporting requirements were fulfilled on time including: the Group Plan with the uniform performance targets; and the TAM performance measures and targets

### **Support implementation of new Enterprise Asset Management System**

- ETAM supported Phase I procurement.
- ETAM staff participating as Sponsor and Subject Matter Expert (SME) to procure and implement EAM System Integration (SI) Phase II – awarded October 2021.
- Coordinate with EAM team for a process to on board new assets acquired from new capital projects.

### **Continue Condition Assessments:**

- Structures (Inspections) – continue coordination of track allocation to gain access to tunnels and bridges maintaining compliance with the CPUC-CA Public Utilities Commission regs
- Fire Life Safety Systems – continue to review contractor's deliverables and press contractor for quality recommendation reports to wrap up contract by end of FY22.



# Transit Asset Management - Next Steps

## **Initiate next 4-year cycle of FTA required Facilities Condition Assessments**

- Final Scope of Work sent to Procurement for processing
- Award in FY22

## **Provide input on development of SGR Capital Projects for FY23 Budget**

- Provide current asset replacement needs to Operations for project proposals
- Provide SGR short and long term needs to Planning and OMB for funding levels
- Include identification of asset replacements in capital project proposals to OMB
- Update backlog and SGR need with funded FY22 data

## **October 31, 2021 - FTA TAM Rulemaking compliance deadline:**

- July - Collected data from Operations' asset managers to update asset information
- August – Validated information with asset owners
- September – Formulated Performance Measures and Targets information, Written Narrative
- October – Received Executive Approval to upload Performance Target data
- Uploaded data into National Transit Database (NTD) for multiple (18) asset reports
- Group TAM Plan - coordinated with 34 sub-recipient transit agencies who participate and ensured compliance by deadline



Thank you!

Denise Longley  
Enterprise Transit Asset Management  
*State of Good Repair*







Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

## Board Report

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**File #:** 2021-0651, **File Type:** Oral Report / Presentation

**Agenda Number:** 6.

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### MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE DECEMBER 1, 2021

**SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECT STATUS**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE Oral Report on Transit and Highway Project Status.

	Ground-breaking Date				Budget		Contingency Funds			
Project	Exp. Plan (FY)	Anticip (FY)	Notes	Project Phase	Project Budget <sup>1</sup>	Phase Budget Spent	Budgeted	Spent	Soft Costs Spent	Risk
PROGRAM MANAGEMENT - Transit Design/Constr.										
Westside Purple Line Extension Section 3	2020	2020	<p>Tunneling:</p> <ul style="list-style-type: none"><li>• <b>Tunneling production rate actual 40-50ft/day versus 60ft baseline. Changed vertical conveyor belt mucking operation to crane/bucket method</b></li><li>• Tunnel Boring Machines (TBM) “Iris” (BR) – Mining continues; over 1932 feet mined to date.</li><li>• TBM “Aura” (BL) – full gantry assembly completed; relaunch in November to resume mining.</li><li>• Ground improvement for the protection of the Metropolitan Water District 96” water line under Sepulveda Blvd was completed and pending final approval by MWD.</li><li>• US Army Corps Engineers 408 Permit was issued for the Sepulveda crossing; permit from County issued.</li></ul> <p>Westwood/UCLA Station: <b>Lots of unforeseen utility conflicts for SOE. Incorrect as-builts.</b></p> <ul style="list-style-type: none"><li>• Utility sewer and storm drain relocation continue along Wilshire at Gayley.</li><li>• Demolition of abandoned Stone Canyon Storm drain reinforced concrete box in UCLA Lot 36 completed.</li><li>• <b>Pile installation</b> for Support of Excavation (SOE) progressed on UCLA Lot 36 and continues along Wilshire Blvd.</li></ul> <p>Westwood/VA Station: <b>Challenge to maintain VA steam line relocation and continuous operation.</b></p> <ul style="list-style-type: none"><li>• <b>SOE pile installation</b> for main station box is complete.</li><li>• Pump test for dewatering system completed.</li></ul>	Final Design and Constr. <b>29% Complete</b>	\$3.6B	\$904.5M	\$830.6M	\$300.9M	\$231.6M	<ul style="list-style-type: none"><li>• COVID-19 pandemic impact</li><li>• ROW negotiations in the alignment between Constellation and UCLA.</li><li>• Tariffs potentially impact D/B contractors.</li></ul>

<sup>1</sup>Project Budget is defined as the Life of Project Budget, escalated to mid-point of construction. For cases in which there is no Life of Project Budget (i.e., planning projects), figures provided represent the Project Budget in 2015 dollars, per the Los Angeles County Transportation Expenditure Plan.

Gold Line Foothill	2020	2020	Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019 <b>100% final design complete</b> <b>85% complete freight relocation</b> <b>85% of utility work complete</b> <b>15 complete of 23 at-grade crossings</b> Heavy Construction Started July 2020 Base Contract to Pomona Complete by 2025	Final Design and Constr. <b>38% Complete</b>	\$1,406.9M	\$477.8M			\$352.96M  excluding Vehicles \$22,000	<ul style="list-style-type: none"> <li>Most of underground activities are completed</li> <li>Lack of funding for the remaining portion of the initial scope and alignment from Glendora to Montclair.</li> </ul>
Airport Metro Connector	2021	2021	<ul style="list-style-type: none"> <li>Los Angeles World Airport (LAWA) Interface and coordination continues.</li> <li>Issued NTP for Early Rail Works in May 2021</li> <li><b>Awarded the main construction contract in August 2021 and issued NTP in October 2021.</b></li> <li>Site demolition and grading was completed in October 2021.</li> <li><b>Need Segment A fully tested and site access by February for main contract to avoid delay.</b></li> <li>Design Bulletin #2 is a substantial change and may have cost implications.</li> <li>Hertz Real Estate acquisition is in the process of finalizing the sale through litigation with court hearings and will continue when their calendar resumes. Due to Covid-19 the courts schedules were dramatically impacted and are backlogged. Anticipated to be finalized by end of FY22.</li> </ul>	Construction <b>1% Complete</b>	\$898.6M	\$173.3M	\$96.0 M	\$0.0	\$160.5M	<ul style="list-style-type: none"> <li>Real Estate Real/eminant domain costs for acquisition and relocation.</li> <li>Schedule integration with LAWA's Automated People Mover project.</li> <li>Potential delayed access to CLAX Right of Way.</li> <li>Constructing project under full Metro operations of the Crenshaw and Green Lines.</li> <li>LAWA LAMP interface and contractors.</li> </ul>
Metro G Line BRT Improvements	2019	2019	<ul style="list-style-type: none"> <li>Railroad-type gates at up to 35 intersections</li> <li>Aerial Stations at Sepulveda &amp; Van Nuys</li> <li>Provisions for connections to ESFV LRT Terminal Station on Van Nuys</li> <li>Designed for future conversion to LRT</li> <li><b>RFP Progressive Design-Build Contract –Winter 2021/2022 (Industry review in process)</b></li> <li>Award Contract – Summer 2022</li> <li>Complete – Winter 2026/2027</li> </ul>	Procurement Phase	\$286M/ \$393M (Total Project)	\$24.7M		N/A	\$22.3M	<ul style="list-style-type: none"> <li>Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies.</li> <li>LADOT buy-in of new gating system and its impacts to cross traffic.</li> </ul>

East San Fernando Valley Transit Corridor	2022	2022	<b>RFP Progressive Design Build Contract – Winter 2022</b> Begin Construction – Summer 2022 Complete – TBD.	Preliminary Engineering (PE)	\$71.4M	\$50.5M			\$50.5M	<ul style="list-style-type: none"> <li>• <b>Submitted for FTA EPD program.</b></li> <li>• Current short funding will cause delay; means we may not reach Measure M opening day</li> <li>• Real estate acquisitions and advanced utility relocations need to start in early 2022 otherwise this will affect our DB start date.</li> <li>• DWP and LA County have facilities located along Van Nuys Blvd that we have not reached an agreement.</li> <li>• The City of San Fernando and Metrolink have concerns about ESFV and may not support the project in its current design. Both groups would like to see Metro grade-separate at multiple intersections between San Fernando Road and the Sylmar/San Fernando Metrolink station, which may be cost prohibitive and/or infeasible; we are in the process of procuring services to conduct expect to commence a Supplemental ROW study in Fall 2021.</li> </ul>
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COUNTYWIDE PLANNING & DEVELOPMENT - Transit Planning										
North San Fernando Valley BRT Improvements	2019	2023	<ul style="list-style-type: none"> <li>Intent to enhance transit capacity and connectivity to North SFV and CSUN, and increase ridership</li> <li>October 2019: Board direction to consider high-capacity east-west service including Roscoe Blvd, coordinated with NextGen Bus Plan.</li> <li>Currently Metro is evaluating options, including the Roscoe Blvd BRT line providing a one-seat ride between North SFV and CSUN, and a NextGen-based solution. Options will be evaluated against criteria such as: network benefits of added service(s), demographic reach, ridership, and timely delivery of a solution.</li> <li>Fall/Winter 2021 – Conduct stakeholder and community engagement</li> <li>Spring 2022 – Approve Proposed Project</li> </ul>	Environ. Impact Report (EIR)	\$180.0M	\$6.4M			\$6.4M	<ul style="list-style-type: none"> <li>Addressing stakeholder concerns on Proposed Project, including whether to invest in a network solution or a singular high-capacity BRT line</li> </ul>
NoHo to Pasadena BRT	2020	2023	<ul style="list-style-type: none"> <li>Staff has developed a refined Proposed Project based on DEIR comments and stakeholder feedback.</li> <li>May 2021: Board approved Proposed Project and directed further coordination on design options in Burbank and Eagle Rock.</li> <li>Illustrated proposed BRT options and effects on local traffic volumes and circulation in Eagle Rock</li> <li>Sept 2021: Met with Eagle Rock community on potential design refinements (215 participants)</li> <li>October 2021: Met with Burbank community members (121 participants)</li> <li>October 2021: Attended CD14 open house</li> <li>Early 2022: Board to certify Final EIR</li> </ul>	Environ. Impact Report (EIR)	\$267M	\$10.9M			\$10.9M	<ul style="list-style-type: none"> <li>Refinements being made in multiple locations (i.e, Burbank, Eagle Rock) to address varying community concerns.</li> </ul>
Countywide BRT Ph1	2020	2022	<ul style="list-style-type: none"> <li>March 2021: Board adopted BRT Visions and Principles Study that identified priority BRT corridors. Board further passed a motion to create BRT Early Action Program including the following: <ul style="list-style-type: none"> <li>Advancing the Broadway corridor (as Phase 1).</li> <li>Identifying the essential elements of a “quick build,” based on the study and NextGen.</li> </ul> </li> <li>Identify which of the Top 7 Corridors would be suitable for a quick build approach, (consider NextGen) &amp; evaluate extending the Western Ave BRT corridor to San Pedro (Hahn amendment).</li> <li>Pursuing a near-term delivery strategy.</li> </ul>	N/A	\$50M	\$5.8M			\$5.8M	<ul style="list-style-type: none"> <li>Coordination with local municipalities on right of way improvements</li> <li>Investment in quick build improvements may draw down on funding needed to deliver full BRT projects.</li> </ul>

			<ul style="list-style-type: none"> <li>• Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines.</li> <li>• Estimated costs and staffing to accomplish the above work.</li> <li>• July 2021: Metro applied for a federal RAISE grant in the amount of \$25 million to advance the Broadway Quick-Build project.</li> </ul>							
<b>Vermont Transit Corridor</b>	2024	2026	<ul style="list-style-type: none"> <li>• Included in Measure M Expenditure Plan as a BRT project.</li> <li>• In April 2019, Metro Board directed the evaluation of higher-capacity service, including LRT, and HRT.</li> <li>• Outreach Contract awarded March 2021 through Communications Bench</li> <li>• Developing strategy for community and CBO engagement that will inform scope of work for the LRT to be studied in the EIR.</li> <li>• BRT to be implemented as a near-term solution for the corridor.</li> </ul>	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$2.9M			\$2.9M	
<b>West Santa Ana Transit Corridor</b>	2024	2024	<p>19 Mile Light Rail Line Alternatives in Environmental Document:</p> <ul style="list-style-type: none"> <li>• Alternative 1: Los Angeles Union Station to Pioneer</li> <li>• Alternative 2: 7th St/Metro Center to Pioneer</li> <li>• Alternative 3: Slauson/A (Blue) Line to Pioneer</li> <li>• Alternative 4: I-105/C (Green) Line to Pioneer</li> </ul> <p>Key Environmental dates:</p> <ul style="list-style-type: none"> <li>• Draft EIS/EIR Released: July 30, 2021</li> <li>• Comment Period (60 days) Closed: Sept 28, 2021</li> <li>• Review Comments: Oct/Nov 2021</li> <li>• Board Selects LPA, Begin FEIR/S: Jan 2022</li> </ul>	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$58.9M			\$58.9M	<ul style="list-style-type: none"> <li>• UPRR agreement</li> <li>• Third party coordination (USACE, Caltrans, CPUC, Cities, etc.)</li> <li>• SHPO consultation: I-105 and interface with Express Lanes</li> <li>• Utilities</li> <li>• Hazardous materials</li> <li>• Coordination of funding, phasing and service performance for FTA New Starts</li> </ul>
<b>C/Green Line Extension to Torrance</b>	2026	2026	<ul style="list-style-type: none"> <li>• January 2020: Awarded Environmental and Advanced Conceptual Engineering contract with an option for Preliminary Engineering; awarded the outreach contract through Communication Bench</li> <li>• EIR scoping period: January 29 - March 29, 2021</li> <li>• Continuing with stakeholder engagement, including virtual “neighborhood walks” on website with 1500+ views</li> </ul>	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$891M	\$19.9M			\$19.9M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community

<b>Sepulveda Transit Corridor Project</b>	2024	TBD	<ul style="list-style-type: none"> <li>Environmental and Communications/Outreach consultants selected</li> <li>Two Pre-Development (PDA) teams selected to develop project alternatives; NTPs executed August 2021.</li> <li>Nov 2021-Feb 2022: CEQA Public Scoping Period</li> <li>Six alternatives identified for environmental review, including:  (1) Monorail, aerial in 405 Freeway, electric bus to UCLA  (2) Monorail, aerial in 405 Freeway, with aerial people mover to UCLA  (3) Monorail, aerial in 405 Freeway, underground between Getty Center and Wilshire Blvd  (4) Heavy rail, underground with aerial section along Sepulveda in SFV  (5) Heavy Rail, underground including along Sepulveda in the SFV  (6) Heavy Rail, entirely underground including Van Nuys Blvd in SFV and southern terminus station on Bundy Dr.</li> </ul>	EIR, EIS (CEQA, NEPA)	\$5.7B	\$28.6M			\$28.6M	Potential Budget Shortfall, Phasing, Geotechnical, Third-Party Coordination, Stakeholders and Community
<b>Eastside Transit Corridor Phase 2</b>	2028	2028	<ul style="list-style-type: none"> <li>Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020</li> <li>Outreach is ongoing, including the development of a CBO outreach strategy</li> </ul>	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$3.0B	\$45.8M			\$45.8M	Potential Budget Shortfall, Station and Design Options, Utilities, Tunnel Portals, Easements, Third Party Permits and Approvals

Measure M Oversight Committee

Highway Projects Overview

ATTACHMENT B

Expenditures through September 30, 2021

Status Update: November 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 09/30/21)				
1	I-5 N County Enhancements Project (SR-14 to Parker Road)	2019	2022	Construction	505.34	0.69	115.58	0.00	63.22	Encountering unexpected utilities and buried man-made objects, responding to special-status species in the project area, changes in design during construction, and differing site conditions.	Paul Sullivan	<p>Metro is the Lead Agency in constructing the project. Life of Project Budget was approved by the Board in March. Project funding includes Measure M and R, and TCEP and INFRA Grant Funding.</p> <p>Current LOP: \$679.4M Construction activities to begin mid-November 2021. Open to traffic projected for Summer 2026.</p>
2	SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Construction (Southern Segment - Mission Blvd. to SB County Line)	148.10	4.22	0.00	0.00	22.71	The ROW encampment removal and coordination with Southern California Edison (SCE) for relocating SCE's transmission lines within 120 working days upon construction site readiness.	Victor Gau (Oversight)	<p>Project by Caltrans. Broken down into two segments.</p> <p>Soft costs spent to date are from TCRF and other Federal Funds.</p> <p>Southern segment between Mission Blvd and San Bernardino County Line construction contract was awarded in February 2021 to Obrascón Huarte Lain (OHL USA Inc). Construction work started in May 2021 and is projected to finish in Summer 2024. Construction is currently 3% complete.</p> <p>Due to overhead powerline conflicts, 3-6 month delay is anticipated. Caltrans is working to mitigate the delay.</p> <p>Power lines are in conflict with construction staging. Arsenic soil found on site, which needs to be properly disposed of before construction work can resume.</p>
			TBD	Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	19.50	0.00	0.00	19.50	<p>Utility &amp; Railroad (RR) coordination causing schedule delays.</p> <p>Funding shortfall of up to \$61M for the Construction Phase.</p>		<p>Project by Caltrans.</p> <p>Northern Segment from I-10 to Mission Blvd. - Caltrans has identified significant cost increases and potential schedule delays in Segment 2. Metro is coordinating with Caltrans and the San Gabriel Valley Council of Governments to identify potential solutions to complete the project. PS&amp;E is anticipated to finish in Summer 2022.</p> <p>Soft costs spent to date are from TCRF and Other Federal Funds.</p>



Measure M Oversight Committee

Highway Projects Overview

		Ground-breaking Date				Budget (\$mil.)		Contingency Funds (\$mil.)					Status Update: November 2021
Item #	Project	Exp. Plan (FY)	Anticipate (FY)	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 09/30/21)	Soft Costs Spent* (\$mil.)	Risk	PM	Notes	
3	SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	28.41	24.50	0.00	0.00	27.04	As the project moves to construction, volatility of material cost are difficult to be accounted for and may result in higher construction costs.	Roberto Machuca	<p>Project is in final design, expected to be completed at the end of 2021. TCEP Grants have been secured for final design (\$17M) and Right of Way (\$5M).</p> <p>Baseline agreement finalized, which secured the \$217.9M TCEP grant for the construction phase.</p> <p>Agreements have been reached with the County of Los Angeles over the acquisition of the county-owned property. Payment for the property currently in process.</p> <p>Golf course mitigation work started in October 2021.</p> <p>Design plans submitted to Caltrans, approval expected in December 2021.</p> <p>Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight. Construction projected to start in Summer 2022.</p>	
4	I-405 South Bay Curve Improvements	2045	TBD	Environmental	3.25	2.58	0.00	0.00	3.50	Diversion of \$400M in sales tax measure funds from highway projects to transit projects by South Bay COG was approved at the July 2021 Metro Board meeting.	Isidro Panuco	I-405 Northbound and Southbound Auxiliary lanes in Lawndale has completed the environmental process. Design phase projected to start in end of 2021.	
	I-405 Southbound Auxiliary lanes in Lawndale												
	I-405 South Bay Curve Improvements	2045	TBD	PSR-PDS	0.93	0.91	0.00	0.00	0.96	Diversion of \$400M in sales tax measure funds from highway projects to transit projects by South Bay COG was approved at the July 2021 Metro Board meeting.	Roberto Machuca	I-405, I-110 to Wilmington: Project Study Report completed, Environmental phase projected to start in early 2022.	
	I-405, I-110 to Wilmington												

Measure M Oversight Committee

Highway Projects Overview

		Ground-breaking Date				Budget (\$mil.)		Contingency Funds (\$mil.)		Status Update: November 2021		
Item #	Project	Exp. Plan (FY)	Anticipate (FY)	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 09/30/21)	Soft Costs Spent* (\$mil.)	Risk	PM	Notes
5	I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	97.49	0	0	97.49	Consensus building process may take a long time and overall delivery of the program will be delayed.  Legal challenges to the environmental document.	Ernesto Chaves/ Lucy Delgadillo	<p>The environmental process for corridor improvements has stopped. Negotiations with the EPA on the extent of Air Quality conformity studies were not successful. Additional studies (hot spots analysis) required by EPA do not guarantee final approval because objective and quantifiable mitigation measures for future potential impacts have not yet been established.</p> <p>Metro Board-directed 710 Corridor Task Force, comprised of a wide of range of stakeholders, has met twice since September 2021, and has begun evaluating a comprehensive community engagement plan in support of the upcoming discussions regarding corridor needs and potential improvements.</p> <p>Measure M funds not yet expended. Will need Measure M funds for subsequent phases/effort.</p>
6	I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	10.56	10.35	0.00	0.00	10.35	None	Shahrzad Amiri/ Philbert Wong	<p>Environmental document certified by Caltrans on May 21, 2021. Phase budget/budget spent and soft cost for environmental phase included Measure M and local non-Measure M funds.</p> <p>2.08M in expenditures is from Measure M.</p>
		2027	TBD	PS&E	23.20	1.84	0.00	0.00	1.84	None	Shahrzad Amiri/ Philbert Wong	<p>Prior budget was \$5.7M. Since then, Metro Board approved contract modification for \$18.7M to contractor WSP in May 2021 to begin PS&amp;E work for I-405 to Central Avenue segment. In addition, budget increased by \$900k for preparation of RFPs for construction and roadside toll collection system. All PS&amp;E work to be funded by Measure M.</p>

Measure M Oversight Committee

Highway Projects Overview

		Ground-breaking Date				Budget (\$mil.)		Contingency Funds (\$mil.)					Status Update: November 2021
Item #	Project	Exp. Plan (FY)	Anticipate (FY)	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 09/30/21)	Soft Costs Spent* (\$mil.)	Risk	PM	Notes	
7	High Desert Multi-Purpose Corridor  Rail Component	2019	TBD	Service Development Plan/Preliminary Engineering	4.63	0.57	0.00	0.00	0.00	None	Vincent Chio/ Jeanet Owens	<p>The Environmental Process for the HDC multi-modal corridor improvements has been completed. A NEPA for the entire corridor could not be secured. A lawsuit was filed and settled with conditions and restrictions imposed on further pursuit of the projects. At the same time, the highway component of the project was deemed to be infeasible and will not be pursued as originally proposed. \$37.45 was budgeted for the original Environmental Document, of which \$36.79 was spent.</p> <p>Proposed new high-speed intercity passenger rail service from the future Brightline West station in Apple Valley to the future Palmdale station along the 54-mile-long High Desert Corridor. DesertXpress/BrightLine is developing the Brightline West high-speed rail system between Las Vegas and Southern California that includes a future station in Apple Valley. Development of a Service Development Plan and Preliminary Engineering is underway and is scheduled to be completed by March 2022.</p> <p>At the request of the County of Los Angeles, Supervisorial District 5, Metro is contributing an additional \$0.4M to complete the joint CEQA/NEPA amendment to address changes to the rail corridor since the original Environmental Document.</p> <p>The current phase budget is \$4.625M, including \$3M in Measure M, \$1.375M in TIRCP and \$0.25M in DesertXpress funds.</p>	
8	High Desert Multi-Purpose Corridor -  Highway component	2019	TBD	PSR-PDS	1.00	0.06	0.00	0.00	0.06	None	Isidro Panuco	<p>Continuation of a more practical and feasible alternative alignment to the HDC highway component. This alternative is being considered on the SR-138 in LA County and SR-18 in San Bernardino County between Palmdale and Victorville. Joint efforts by Metro, SBCTA, and Caltrans to develop a Project Study Report started in July 2021.</p> <p>The PSR-PDS is funded by the remaining measure R funds. SBCTA is sharing 50% of the project cost for development and completion of the PSR-PDS. Measure M funds will be needed for subsequent phases.</p>	
9	I-5 Corridor Improvements (I-605 to I-710)	2036	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	Pursuit of this project depends on approval of the environmental document for the I-605 Corridor Improvements project currently in progress. If that project is not approved, a corridor level environmental process for the segment between the I-605 and I-710 will not be warranted.	Ernesto Chaves	<p>The I-605/I-5 interchange is in environmental phase under the I-605 Corridor Improvement Project (CIP). If right of way impacts are not resolved/accepted, the future improvements on I-5 between the I-605 and I-710 will be limited. Only location-specific operational improvements will be considered along this segment.</p>	

Measure M Oversight Committee

Highway Projects Overview

		Ground-breaking Date				Budget (\$mil.)		Contingency Funds (\$mil.)		Status Update: November 2021		
Item #	Project	Exp. Plan (FY)	Anticipate (FY)	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 09/30/21)	Soft Costs Spent* (\$mil.)	Risk	PM	Notes
10	I-405/I-110 HOV Connector Ramps and Interchange Improvements	2042	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Funds are allocated 22 years from now.
11	I-605/I-10 Interchange	2043	TBD	Not started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
12	SR-60/I-605 Interchange HOV Direct Connectors	2043	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
13	I-110 ExpressLanes Ext. South to I-405/I-110 Interchange	2044	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Shahrzad Amiri/ Philbert Wong	No activities at this time. Future updates will be provided.
14	High Desert Multi-Purpose Corridor – LA County Segment	2063	TBD	Transit: in feasibility study Highway: Alternative alignment in PSR-PDS	0.00	0.00	0.00	0.00	0.00	Determination of viability of projects and availability of funds.	Isidro Panuco	See Items 7 and 8 above.

\*Soft Costs include all Non-Construction Capital expenditures up to the current phase.



Metro

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Metropolitan Transportation  
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## Board Report

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**File #:** 2021-0652, **File Type:** Oral Report / Presentation

**Agenda Number:** 7.

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### MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE DECEMBER 1, 2021

**SUBJECT: ORAL REPORT ON ACTIVE TRANSPORTATION**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE Oral Report on Active Transportation.

# Active Transportation Updates

Measure M Independent Taxpayer Oversight Committee

December 1, 2021





# Multi-Year Subregional Programs



## Status

- September Board items approved:
  - No changes to Active Transportation for Arroyo Verdugo subregion
  - \$30.6M programming for Transportation System and Mobility Improvements, including some active transportation components for South Bay subregion

## What's Next

- Coordinate with Las Virgenes/Malibu, North County and San Gabriel subregions on annual programming requests

# LA River Path Gap Closures



## Central Cities Segment

- Environmental Review
- Conceptual Design
- Mid-November Community update meetings

## San Fernando Valley Segment

- Finalize Design
- Initiate construction
- Grant funding

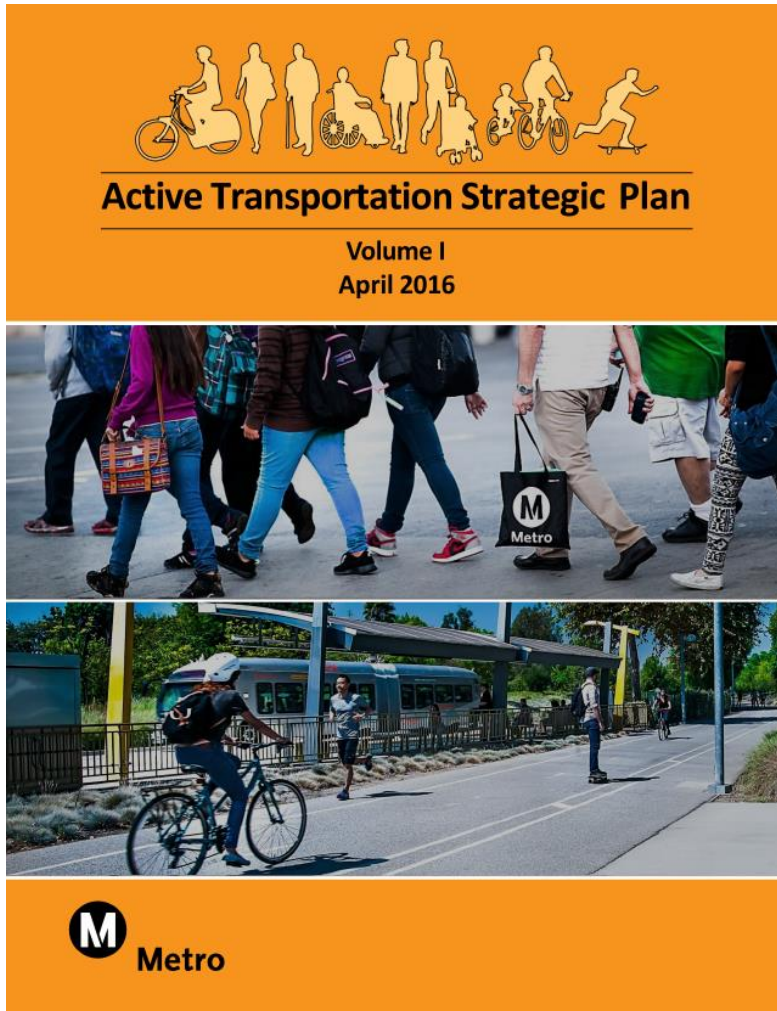


# Metro Active Transport Program



- Progress on 16 funding agreements

# AT Strategic Plan Update



- Incorporating new programs and policies (e.g. Equity Platform, NextGen, etc.)
- Performance assessment
- Ensure regional grant competitiveness