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Agenda - Final

Wednesday, September 1, 2021

10:30 AM

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LACMTA - Board Secretary's Office

One Gateway Plaza

MS: 99-3-1

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

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at www.metro.net or on CD's and as MP3's for a nominal charge.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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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** [2021-0532](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

2. **SUBJECT: MINUTES** [2021-0533](#)

RECOMMENDATION

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

Attachments: [MINUTES - Measure M June 2, 2021](#)

3. **SUBJECT: Oral Report on Budget** [2021-0510](#)

RECOMMENDATION

RECEIVE Oral Report on Budget

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

4. **SUBJECT: Oral Report on Local Return** [2021-0511](#)

RECOMMENDATION

RECEIVE Oral Report on Local Return

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

5. **SUBJECT: Oral Report on State of Good Repair** [2021-0512](#)

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** [2021-0513](#)

RECOMMENDATION

RECEIVE Oral Report on Transit and Highway Project Status

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

7. **SUBJECT: Oral Report on Active Transportation**

[2021-0514](#)

RECOMMENDATION

RECEIVE Oral Report on Active Transportation

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

SUBJECT: GENERAL PUBLIC COMMENT

[2021-0534](#)

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



Metro

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

Board Report

File #: 2021-0533, **File Type:** Minutes

Agenda Number: 2.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SEPTEMBER 1, 2021

SUBJECT: MINUTES

RECOMMENDATION

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



MINUTES

Wednesday, June 2, 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: 10:40 A.M.

ROLL CALL

1. SUBJECT: Remarks by the Chair

2021-0318

RECEIVED remarks by the Chair.

Welcomed the new Chief Executive Officer, Stephanie Wiggins and new Board Clerk, Collette Langston.

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

2. SUBJECT: Minutes

2021-0319

APPROVED AS AMENDED Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 3, 2021.

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

3. SUBJECT: Oral Report on Budget

2021-0262

RECEIVED Oral Report on Budget.

Director Amparano asked what the distinction is between debt service cost and debt service. Staff responded that when Metro issues debt, it is issued against a source of revenue. Bonds are issued against a specific source of revenue for a specific set of expenditures.

Director Briskman commented that there was a significant sales tax revenue reduction due to Covid and asked for clarification on how revenue from 2020 was impacted. Mr. Phillips commented that when Covid struck, an estimated 10% reduction of FY20 was budgeted. Surprisingly, revenues were only down 5 ½ - 6%. Under most circumstances this would be significant, but the agency prepared itself for a 10% reduction. In the coming years, Metro expects to be on track of its long-term rate of growth of 3 ½%.

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
LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT				

4. SUBJECT: Oral Report on Local Return**2021-0263**

RECEIVED Oral Report on Local Return.

Director Amparano commented that the M1 Expenditure Plan will be beneficial on areas of improvement. Mr. Phillips commented that the individual cities will soon be reporting the budgets submitted and the actual expenditures incurred. The system will be reporting to the Metro Board of Directors and interested Committees on a local return basis. The report will include a list of the individual cities, objects in terms of various projects and expenditures, and specific revenue sources.

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

5. SUBJECT: Oral Report on State of Good Repair**2021-0264**

RECEIVED Oral Report on State of Good Repair.

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

6. SUBJECT: Oral Report on Major Planning Phase Transit Projects in the Expenditure Plan**2021-0375**

RECEIVED Oral Report on Major Planning Phase Transit Projects in the Expenditure Plan.

Director Briskman suggested receiving this report semi-annually.

Director Amparano commented that the report should include the planned progress and planned expenditure in the period. Having the current reports will help the committee to better compare planned progress with the actual. He would also like the reports to include contingency rundowns.

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

7. SUBJECT: Oral Report on Transit and Highway Project Status**2021-0265**

RECEIVED Oral Report on Transit and Highway Project Status.

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

8. SUBJECT: Oral Report on Active Transportation

2021-0266

RECEIVED Oral Report on Active Transportation.

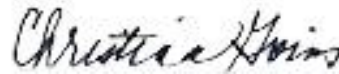
VT	RC	LB (Chair)	RS	GA
P	P	P	P	P

Director Stanger commented that according to Measure M bylaws, a Comprehensive Program Assessment report is to be completed every 5-years. He asked staff to report back on a course of action for completing the assessment.

Next Meeting tentatively scheduled for September 1, 2021.

ADJOURNED AT: 12:35 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Christina Goins, Deputy Board Clerk



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

Board Report

File #: 2021-0510, **File Type:** Oral Report / Presentation

Agenda Number: 3.

MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE SEPTEMBER 1, 2021

SUBJECT: Oral Report on Budget

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Budget

Los Angeles County Transit Operations

Updated Select Operating Statistics

Bus/Light Rail/Heavy Rail

Measure M Taxpayer Oversight Committee

Sept 2021



Excellence in Service and Support

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

Measuring Transit Operations

Los Angeles County Operators (Excluding LA Metro)

RANKING OF MUNICIPAL OPERATORS IN EFFECTIVENESS

(OPERATING DOLLARS PER UNIT OF SERVICE - Passenger Related)

See Tables by Year Using National Transit Database Agency Profiles

	Agency	Ranking By Year				Overall
		2016	2017	2018	2019	
NTD Efficiency Measures	Long Beach Transit	1	1	1	1	1.0
	City of Culver City	2	2	2	3	2.3
	City of Los Angeles	3	5	4	2	3.5
	City of Montebello	5	3	3	4	3.8
	City of Pasadena	6	4	5	6	5.3
	City of Santa Monica	4	6	6	5	5.3
	City of Glendale	7	8	8	7	7.5
	City of Torrance	9	7	7	11	8.5
	City of Gardena	8	12	9	8	9.3
	City of Santa Clarita	12	11	10	9	10.5
	Foothill Transit	13	9	11	10	10.8
	Antelope Valley Transit Authority	11	10	12	13	11.5
	City of Commerce	10	13	13	12	12.0
	City of Norwalk	14	14	14	14	14.0
	City of Redondo Beach	15	15	15	15	15.0

Based on a average ranking of:

Costs Per Passenger Mile & Trip; Trips Per Service Mile & Hour

RANKING OF MUNICIPAL OPERATORS IN EFFICIENCY

(OPERATING DOLLARS PER UNIT OF SERVICE - Service Volume)

See Tables by Year Using National Transit Database Agency Profiles

	Agency	Ranking By Year				Overall
		2016	2017	2018	2019	
NTD Efficiency Measures	City of Pasadena	1	1	1	1	1.0
	Foothill Transit	2	2	5	3	3.0
	City of Redondo Beach	3	3	4	4	3.5
	City of Glendale	4	4	3	5	4.0
	City of Santa Clarita	8	5	6	2	5.3
	Antelope Valley Transit Authority	5	8	2	7	5.5
	City of Commerce	7	7	8	6	7.0
	City of Montebello	9	6	7	9	7.8
	City of Los Angeles	6	9	9	8	8.0
	City of Norwalk	11	10	10	10	10.3
	Long Beach Transit	10	11	11	11	10.8
	City of Culver City	12	13	13	13	12.8
	City of Gardena	13	14	14	12	13.3
	City of Torrance	14	12	12	15	13.3
	City of Santa Monica	15	15	15	14	14.8

Based on a average ranking of:

Operating Costs per Service Mile & Service Hour

Measuring Transit Operations

Comparison of Average Effectiveness Ranking to Average Efficiency Ranking

Agency	Effectiveness	Efficiency
Long Beach Transit	1.0	10.8
City of Culver City	2.3	12.8
City of Los Angeles	3.5	8.0
City of Montebello	3.8	7.8
City of Pasadena	5.3	1.0
City of Santa Monica	5.3	14.8
City of Glendale	7.5	4.0
City of Torrance	8.5	13.3
City of Gardena	9.3	13.3
City of Santa Clarita	10.5	5.3
Foothill Transit	10.8	3.0
Antelope Valley Transit Authority	11.5	5.5
City of Commerce	12.0	7.0
City of Norwalk	14.0	10.3
City of Redondo Beach	15.0	3.5

Data appears to demonstrate either a negative or neutral correlation between measures of Cost Efficiency and Service Effectiveness



Metro

Measuring Transit Operations – Bus Operations

RANKING OF Metro Peer Motor Bus Operators in Effectiveness National Transit Database Agency Profiles

	Measures of Service Effectiveness	2016	2017	2018	2019	Average Rank
1	LA Metro	1	1	1	1	1
2	Metropolitan Atlanta Rapid Transit Authority	3	2	2	2	2.25
3	Maryland Transit Administration	2	3	3	4	3
4	Denver Regional Transportation District	4	4	4	3	3.75
5	Dallas Area Rapid Transit	5	5	5	5	5

Based on a average ranking of:

Costs Per Passenger Mile & Trip; Trips Per Service Mile & Hour

RANKING OF Metro Peer Motor Bus Operators in Efficiency National Transit Database Agency Profiles

	Measures of Service Efficiency	2016	2017	2018	2019	Average Rank
1	Metropolitan Atlanta Rapid Transit Authority	3	1	1	1	1.5
2	Dallas Area Rapid Transit	1	3	2	2	2
3	Denver Regional Transportation District	2	2	3	3	2.5
4	Maryland Transit Administration	4	4	4	4	4
5	LA Metro	5	5	5	5	5

Based on a average ranking of:

Operating Costs per Service Mile & Service Hour

	Combined Average Rankings	Effectiveness	Efficiency
1	LA Metro	1	5
2	Metropolitan Atlanta Rapid Transit Authority	2.25	1.5
3	Maryland Transit Administration	3	4
4	Denver Regional Transportation District	3.75	2.5
5	Dallas Area Rapid Transit	5	2



Measuring Transit Operations – Light Rail

RANKING OF Metro Peer Light Rail Operators in Effectiveness National Transit Database Agency Profiles

	Measures of Service Effectiveness	2016	2017	2018	2019	Average Rank
1	San Diego Metropolitan Transit System	1	1	1	1	1
2	LA Metro	2	2	2	3	2.25
3	Dallas Area Rapid Transit	3	3	4	2	3
4	Denver Regional Transportation District	3	3	3	4	3.25
5	Maryland Transit Administration	5	5	5	5	5

Based on a average ranking of:

Costs Per Passenger Mile & Trip; Trips Per Service Mile & Hour

RANKING OF Metro Peer Light Rail Operators in Efficiency National Transit Database Agency Profiles

	Measures of Service Efficiency	2016	2017	2018	2019	Average Rank
1	Denver Regional Transportation District	2	1	1	1	1.25
2	San Diego Metropolitan Transit System	1	2	2	2	1.75
3	Maryland Transit Administration	3	3	3	3	3
4	Dallas Area Rapid Transit	4	4	4	4	4
5	LA Metro	5	5	5	5	5

Based on a average ranking of:

Operating Costs per Service Mile & Service Hour

	Combined Average Rankings	Effectiveness	Efficiency
1	San Diego Metropolitan Transit System	1	1.75
2	LA Metro	2.25	5
3	Dallas Area Rapid Transit	3	4
4	Denver Regional Transportation District	3.25	1.25
5	Maryland Transit Administration	5	3



Metro

Measuring Transit Operations – Heavy Rail

RANKING OF Metro Peer Heavy Rail Operators in Effectiveness National Transit Database Agency Profiles

	Measures of Service Effectiveness	2016	2017	2018	2019	Average Rank
1	Metropolitan Atlanta Rapid Transit Authority	1	1	1	1	1
2	LA Metro	1	2	2	2	1.75
3	Port Authority Transit Corporation	3	3	3	3	3
4	Miami-Dade Transit	3	4	4	3	3.5
5	Maryland Transit Administration	5	5	5	4	4.75

Based on a average ranking of:

Costs Per Passenger Mile & Trip; Trips Per Service Mile & Hour

RANKING OF Metro Peer Heavy Rail Operators in Efficiency National Transit Database Agency Profiles

	Measures of Service Efficiency	2016	2017	2018	2019	Average Rank
1	Metropolitan Atlanta Rapid Transit Authority	1	1	1	1	1
2	Maryland Transit Administration	1	2	4	4	2.75
3	Miami-Dade Transit	3	3	2	3	2.75
4	Port Authority Transit Corporation	4	4	3	2	3.25
5	LA Metro	5	5	5	5	5

Based on a average ranking of:

Operating Costs per Service Mile & Service Hour

Combined Average Rankings	Effectiveness	Efficiency
1 Metropolitan Atlanta Rapid Transit Authority	1	1
2 LA Metro	1.75	5
3 Port Authority Transit Corporation	3	3.25
4 Miami-Dade Transit	3.5	2.75
5 Maryland Transit Administration	4.75	2.75

Next Steps

- Update and include Operating Comparisons for FY 20 when available
- Determine next layer of analytics for Committee Review



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Los Angeles, CA

Board Report

File #: 2021-0511, **File Type:** Oral Report / Presentation

Agenda Number: 4.

MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE SEPTEMBER 1, 2021

SUBJECT: Oral Report on Local Return

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Local Return

Measure M Local Return

September 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

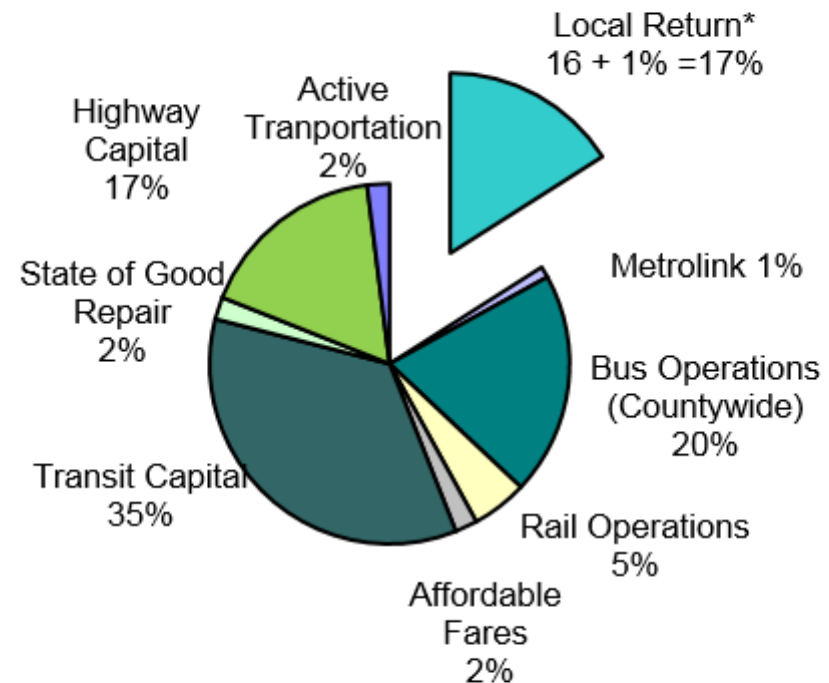
- Jurisdictions are audited annually for compliance to Measure M

Data from the LRMS

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

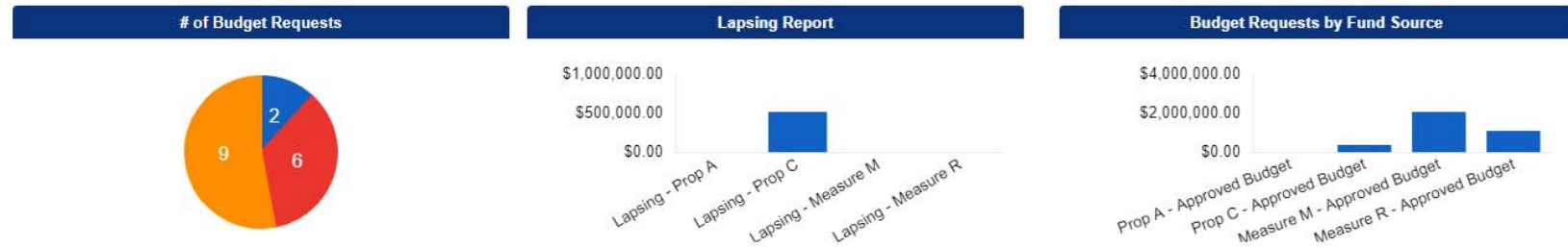
Due dates are the same for all LR:
August 1 (budget) and
October 15th (expenditures)

MEASURE M



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

Local Return Managements System (LRMS) Dashboard Sample



Data Intake Section

 [Enter Budget Requests](#)

 [Actuals](#)

 [Revenue Summary Form](#)

 [8/1/2021 - Project Status Update](#)

 City of TDA3

Reports Section

[Budget Listings - Prop A](#)

[Budget Listings - Measure M](#)

 [Budget Report for Dashboard](#)

[Budget Listings - Prop C](#)

[Budget Listings - Measure R](#)

 [Lapsing Report -](#)

Reference Section

 [Contacts File](#)

 [Audit](#)

Historical Data

 [Prop A and C Budget and Actuals](#)

 [Measure M Budget and Actuals](#)

 [Measure R Budget and Actuals](#)



Metro

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 1st. 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

LRMS upgrades/additions

- Capital Reserve compatibility and enhancement
- Audit section
 - Cities and staff can view audit findings in one clean and cohesive place
 - Auditors will eventually be given viewer-only access to the LRMS
- Revenue Summary Form
- Date Tracking for Actuals & 8/1 Reporting of Budget carry over

FY21 Measure M Project Budget Breakdown – LRMS

Approved Budget 2021

\$365,424.33K

Total No of Projects in 2021

0.55K

Fiscal Year

2021

Category Name

All

Sub-Category

All

Project Type

All

Fund Source

Measure M

Subregion

All

Board Member

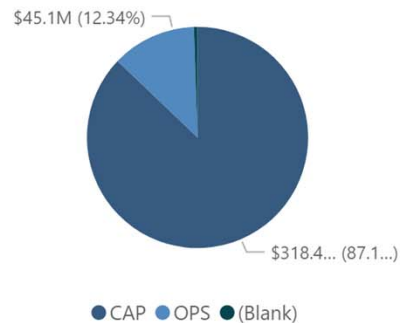
All

City

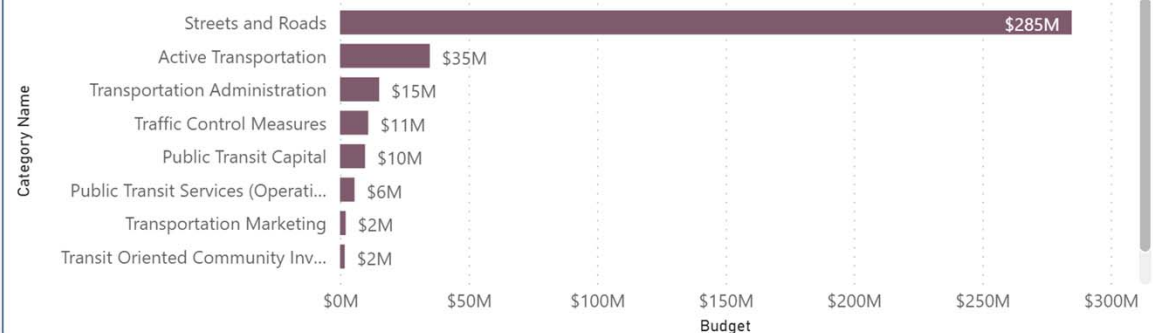
Search

- ☐ Agoura Hills
- ☐ Arcadia
- ☐ Avalon
- ☐ Azusa

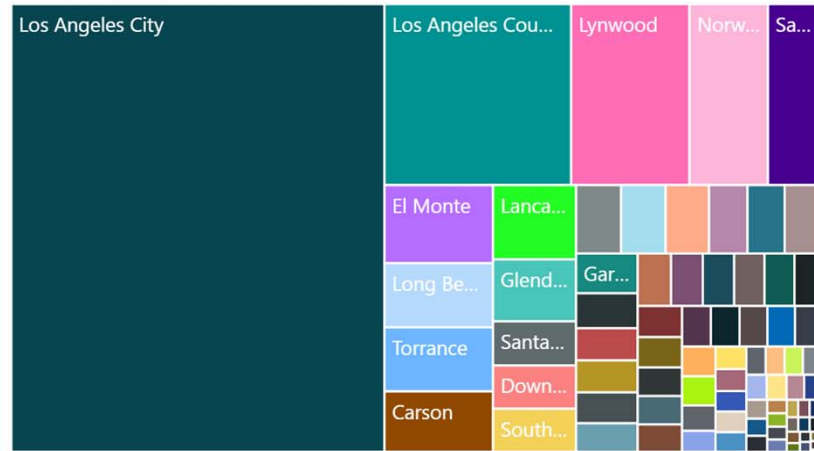
Budget by Project Type



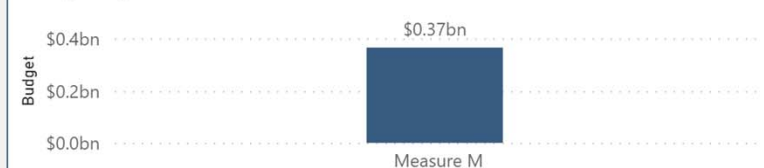
Budget by Category Name



Budget by City



Budget by Fund Source



Budget by Fiscal Year



THANK YOU!

Questions?

Susan Richan

richans@metro.net

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Chelsea Meister

meisterc@metro.net

(213) 922-5638





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Board Report

File #: 2021-0512, **File Type:** Oral Report / Presentation

Agenda Number: 5.

MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE SEPTEMBER 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 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\$)

- Reported updated data into National Transit Database (NTD) 11/6/2020 - on time
- Next NTD update due is October 31, 2021
- Inventory \$19.2B – Will be updated after validation of data received for close of FY21
- Backlog: Assets overdue for replacement or rehabilitation



Federal Transit Administration (FTA) Reporting Requirements FY20

FTA TAM Performance Measures / Targets					Based on FY20 Census Date (6/30/2020)		
	Asset Class	On 6/30/2020	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	Total Asset Count	Exceeded ULB	Average Age
Rolling Stock	Articulated Bus (AB)	80.00%	625.43(b): Rolling stock. The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark.	46.59%	370	296	11.3
	Bus (BU)	16.26%		15.12%	2,177	354	8.1
	Heavy Rail Vehicles (HR)	0.00%		0.00%	102	0	23.5
	Light Rail Vehicles (LR)	0.00%		0.00%	302	0	7.8
Equipment	Automobiles	25.63%	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%	480	123	6.4
	Trucks and Other Rubber Tire Vehicles*	38.71%		37.41%	961	372	9.2
	Steel Wheel Vehicles**	25.00%		20.00%	8	2	8.6
Facilities	Asset Class	On 6/30/2020	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	Total Asset Count	Locations Below TERM Condition 3	
	Passenger Facilities (Stations & Parking)	0.00%	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%	247	0	
	Administration & Maintenance Facilities	0.00%		0.00%	145	0	
Infrastructure	Asset Class	On 6/30/2020	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	Total Revenue Track	Average Performance Restriction	
	Heavy Rail (HR)	0.35%	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%	31.84 miles	0.11 miles	
	Light Rail (LR)	2.96%		2.36%	171.73 miles	5.08 miles	



FTA TAM Requirements - Accomplished

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

- All FTA FY20 National Transit Database (NTD) reporting requirements were fulfilled on time including: the Group Plan with the uniform performance targets; the TAM performance measures and targets were reported; and Southern California Association of Governments (SCAG) has been provided Metro's updated TAM Plan and the NTD performance and target data for their regional TAM reporting.

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 software Phase II – anticipated award Fall 2021.
- Coordinate and standardize an onboarding process for new assets 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 coordination with Operations to gain access to areas where FLS Systems are present to assess conditions.



Transit Asset Management - Next Steps

Initiate next 4-year cycle of Facilities Condition Assessments

- Finalize Scope of Work
- Award by FY22 Q3

Provide input on development of SGR Capital Projects for FY23 Budget

- Provide current asset replacement needs to Operations for project proposals
- Provide SGR needs to long range 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:

- Held Technical Working Group meetings with Operations' asset managers including Micro Transit, to update asset information for 6/30/2021 reporting.
- July - Collected data
- August – Validate information with asset owners
- September – Formulate Performance Measures and Targets information, Written Narrative
- October – Receive Executive Approval
- Upload data into National Transit Database (NTD) for multiple asset reports
- Group TAM Plan update underway, coordinating with 34 sub-recipient transit agencies who participate



Metro



Thank you!

Denise Longley
Enterprise Transit Asset Management
State of Good Repair



Metro



Metro

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

Board Report

File #: 2021-0513, **File Type:** Oral Report / Presentation

Agenda Number: 6.

MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE SEPTEMBER 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 ¹	Phase Budget Spent	Budgeted	Spent	Soft Costs Spent	Risk
PROGRAM MANAGEMENT - Transit Design/Constr.										
Westside Purple Line Extension Section 3	2020	2020	<p>Tunnel:</p> <ul style="list-style-type: none"> Tunnel Boring Machines (TBM) “Iris” (BR) - Full gantry system undergoing testing and commission for re-launch in August 2021. TBM “Aura” (BL) - Starter gantry removal complete, full gantry assembly commencing. Ground improvement for the protection of the Metropolitan Water District 96” water line under Sepulveda Blvd continues. <p>Westwood/UCLA Station:</p> <ul style="list-style-type: none"> Utility sewer and storm drain relocation continues along Wilshire at Gayley and Ashton. Demolition of abandoned Stone Canyon Storm drain reinforced concrete box in UCLA Lot 36 ongoing. Sound wall around UCLA Lot 36 for current phase of work is complete. <p>Westwood/VA Station:</p> <ul style="list-style-type: none"> SOE pile installation for the station box is about 96% complete. Remediation of asbestos containing utilities is ongoing. Utility relocations continue. Endwall piling at the Westwood/VA station continues. 	Final Design and Constr. 26% Complete	\$3.6B	\$859.7M	\$830.6M	\$302.3M	\$223.7M	<ul style="list-style-type: none"> COVID-19 pandemic impact ROW negotiations in the alignment between Constellation and UCLA may require longer negotiations and result in schedule delay and increased project cost. Tariffs potentially impact D/B contractors. Delays due to obtaining lane closures and peak hour exemptions.
Gold Line Foothill	2020	2020	<p>Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019</p> <p>Heavy Construction Started July 2020</p> <p>Base Contract to Pomona Complete by 2025</p>	Final Design and Constr. 36% Complete	\$1,406.9M	\$352.96M			<p>\$352.96M</p> <p>excluding Vehicles \$22,000</p>	<ul style="list-style-type: none"> Lack of funding for the remaining portion of the initial scope and alignment from Glendora to Montclair.

¹Project 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.

Airport Metro Connector	2021	2024	<ul style="list-style-type: none"> Los Angeles World Airport (LAWA) Interface and coordination continues. Issued NTP for Early Rail Works in May 2021 Received Bids for main construction contract with potential award by early Fall 2021. 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. 	Bid/Award Construction Contracts	\$898.6M	\$163.4M	\$96.0 M	\$0.0	\$160.5M	<ul style="list-style-type: none"> Real Estate Real/ eminent domain costs for acquisition and relocation. Schedule integration with LAWA's Automated People Mover project. Potential delayed access to CLAX Right of Way. Main construction contract procurement process. Constructing project under full Metro operations of the Crenshaw and Green Lines. LAWA LAMP interface and contractors.
Metro G Line BRT Improvements	2019	2019	<ul style="list-style-type: none"> Railroad-type gates at 35+ intersections Aerial Stations at Sepulveda & Van Nuys Provisions for connections to ESFV LRT Terminal Station on Van Nuys Designed for future conversion to LRT RFP Progressive Design-Build Contract – Fall 2021 Award Contract – Summer 2022 Complete – Winter 2025/2026 	Design Phase	\$286M/ \$393M (Total Project)	\$23.7M		N/A	\$21.3M	<ul style="list-style-type: none"> Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies. LADOT buy-in of new gating system and its impacts to cross traffic.
East San Fernando Valley Transit Corridor	2022	2022	RFP Design Build Contract – Fall 2021 Begin Construction – Summer 2022 Complete – 2028.	Preliminary Engineering (PE)	\$71.4M	\$50.5M			\$50.5M	<ul style="list-style-type: none"> Current short funding will cause delay; means we may not reach Measure M opening day Real estate acquisitions and advanced utility relocations need to start in 2021 otherwise this will affect our DB start date. DWP and LA County have facilities located along Van Nuys Blvd that we have not reached an agreement. 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 expect to commence a Supplemental ROW study in Fall 2021.

COUNTYWIDE PLANNING & DEVELOPMENT - Transit Planning										
North San Fernando Valley BRT Improvements	2019	2023	<ul style="list-style-type: none"> Intent to enhance transit capacity and connectivity to North SFV and CSUN, and increase ridership October 2019: Board direction to consider high-capacity east-west service including Roscoe Blvd, coordinated with NextGen Bus Plan. 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. Fall 2021 – Approve Proposed Project 	Environ. Impact Report (EIR)	\$180.0M	\$6.3M			\$6.3M	<ul style="list-style-type: none"> Addressing stakeholder concerns on Proposed Project, including whether to invest in a network solution or a singular high-capacity BRT line
NoHo to Pasadena BRT	2020	2023	<ul style="list-style-type: none"> Staff has developed a refined Proposed Project based on DEIR comments and stakeholder feedback. Ongoing stakeholder outreach to inform Proposed Project. March 2021: Conducted three meetings with Eagle Rock stakeholders and businesses (80 participants) April 2021: Conducted corridor-wide community meeting (369 attendees) to present the recommended Proposed Project. May 2021: Board approved Proposed Project and directed further coordination on design options in Burbank and Eagle Rock. Fall 2021: Board to certify Final EIR 	Environ. Impact Report (EIR)	\$267M	\$9.9M			\$9.9M	<ul style="list-style-type: none"> Refinements being made in multiple locations (i.e, Burbank, Eagle Rock) to address varying community concerns.
Countywide BRT Ph1	2020	2022	<p>March 2021: Board adopted BRT Visions and Principles Study that identified priority BRT corridors. Board further passed a motion directing the following: BRT Early Action Program that includes the following:</p> <ul style="list-style-type: none"> Advancing the Broadway corridor (as Phase 1). Identifying the essential elements of a “quick build”, based on the study and NextGen. Identify which of the Top 7 Corridors would be suitable for a quick build approach, (consider NextGen) & evaluate extending the Western Ave BRT corridor to San Pedro (Hahn amendment). Pursuing a near-term delivery strategy. Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines. 	N/A	\$50M	\$5.7M			\$5.7M	<ul style="list-style-type: none"> Coordination with local municipalities on right of way improvements Investment in quick build improvements may draw down on funding needed to deliver full BRT projects.

			<ul style="list-style-type: none"> Estimated costs and staffing to accomplish the above work. 							
Vermont Transit Corridor	2024	2026	<ul style="list-style-type: none"> Included in Measure M Expenditure Plan as a BRT project. In April 2019, Metro Board directed the evaluation of higher-capacity service, including LRT, and HRT. Outreach Contract awarded March 2021 through Communications Bench September 2021: Award Environmental Contract 	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$2.7M			\$2.7M	
West Santa Ana Transit Corridor	2024	2024	<p>19 Mile Light Rail Line Alternatives in Environmental Document:</p> <ul style="list-style-type: none"> Alternative 1: Los Angeles Union Station to Pioneer Alternative 2: 7th St/Metro Center to Pioneer Alternative 3: Slauson/A (Blue) Line to Pioneer Alternative 4: I-105/C (Green) Line to Pioneer <p>Key Environmental dates:</p> <ul style="list-style-type: none"> Draft EIS/EIR Released: July 30, 2021 Board Selects LPA: Fall 2021 Final EIS/EIR to be released: Summer 2022 ROD Anticipated: Summer 2022 	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$56.6M			\$56.6M	<ul style="list-style-type: none"> UPRR agreement Third party coordination (Caltrans, Cities, CPUC, etc.) SHPO consultation: I-105 and interface with Express Lanes Utilities Hazardous materials
C/Green Line Extension to Torrance	2026	2026	<ul style="list-style-type: none"> Redondo Beach Transit Center Station to Regional Transit Center in Torrance January 2020: Awarded Environmental and Advanced Conceptual Engineering contract with an option for Preliminary Engineering; awarded the outreach contract through Communication Bench EIR scoping period: January 29 - March 29, 2021 Draft EIR: Spring 2022 Final EIR: Winter/Spring 2023 Ground Breaking: 2026 (per Measure M) Opening: 2030-2033 (per Measure M) Selected as a 28 by 2028 Project 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$891M	\$18.4M			\$18.4M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community
Sepulveda Transit Corridor Project	2024	TBD	<ul style="list-style-type: none"> Environmental and Communications/Outreach consultants selected Two Pre-Development (PDA) teams selected to develop project alternatives; NTPs executed August 2021. Fall 2021: CEQA Public Scoping Process 	EIR, EIS (CEQA, NEPA)	\$5.7B	\$23.0M			\$23.0M	Geotechnical, Third-Party Coordination, Stakeholders and Community

			<ul style="list-style-type: none"> Five alternatives identified for environmental review, including: <ol style="list-style-type: none"> (1) Monorail, aerial in 405 Freeway (PDA) (2) Monorail similar to 1, but with underground connection to UCLA (3) Heavy Rail, underground with aerial section along Sepulveda in SFV (PDA) (4) Heavy Rail, all underground and similar to 4, including along Sepulveda in the SFV (5) Heavy Rail, all underground, including along Van Nuys Blvd in the SFV instead of Sepulveda Conduct state and federal environmental studies Identify Locally Preferred Alternative (LPA) 							
Eastside Transit Corridor Phase 2	2028	2028	<ul style="list-style-type: none"> Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020 Environmental clearance of the Washington Alternative and potential IOS’ – 2023 Engineering – 2025 Construction One Alignment – 2029 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$3.0B	\$44.5M			\$44.5M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals

Highway Projects Overview

Expenditures through June 30, 2021												
Status Update: July, 2021												
		Ground-breaking Date				Budget (\$mil.)		Contingency Funds (\$mil.)				
Item #	Project	Exp. Plan (FY)	Anticipate (FY)	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 06/30/21)	Soft Costs Spent*	Risk	PM	Notes
1	I-5 N Capacity Enhancements (SR-14 to Parker Road)	2019	2021	Construction	500.33	9.07	115.58	0.00	62.34	Closures, detouring, seasonal restricted hours of work, unknown and undocumented utilities.	Paul Sullivan	Project is fully programmed. Metro will be the Lead Agency in constructing the project. Project includes Measure M and R, and TCEP and INFRA Grant Funding. Metro anticipates issuing Notice to Proceed by the end of August 2021. Construction activities are projected to begin in November 2021.
2	SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Construction (Southern Segment - Mission Blvd. to SB County Line)	148.10	0.00	0.00	0.00	18.48	Relocation of Edison overhead power lines, potential hazardous materials, hard to drill soil conditions and local traffic impacts.	Victor Gau (Oversight)	Project by Caltrans. Broken down into two segments. 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. Soft costs spent to date are from TCRF and other Federal Funds.
			TBD	Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	18.46	0.00	0.00	18.46	Utility & Railroad (RR) coordination causing schedule delays. Funding shortfall of up to \$61M for the Construction Phase.		Project by Caltrans. 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&E is anticipated to finish in Summer 2022. Soft costs spent to date are from TCRF and Other Federal Funds.
3	SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	28.41	22.87	0.00		24.47	\$22M TCEP grant for Design/Right of Way Phases and \$217.9M in construction grants may be forfeited if project not kept on schedule.	Roberto Machuca	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). Baseline agreement being finalized to secure the \$217.9M TCEP grant for the construction phase, which was approved at the June 2021 CTC meeting. Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight. Agreements have been reached with the County of Los Angeles over the acquisition of the county-owned property.

Measure M Oversight Committee

Highway Projects Overview

Status Update: July, 2021												
		Ground-breaking Date				Budget (\$mil.)		Contingency Funds (\$mil.)				
Item #	Project	Exp. Plan (FY)	Anticipate (FY)	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 06/30/21)	Soft Costs Spent*	Risk	PM	Notes
4	I-405 South Bay Curve Improvements	2045	TBD	Environmental	3.25	2.39	0.00	0.00	3.28	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. This diversion has impacted construction funding for the project.	Isidro Panuco	I-405 Northbound and Southbound Auxiliary lanes in Lawndale has completed the environmental process. Design phase projected to start in Fall 2021. Measure M funds not yet expended. Will need Measure M funds for construction phase.
	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	0.91	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. This diversion will impact construction funding for the project.	Roberto Machuca	I-405, I-110 to Wilmington: Project Study Report completed, Environmental phase projected to start in Fall 2021. Measure M funds not yet expended. Will need Measure M funds for construction phase.
	I-405, I-110 to Wilmington											
5	I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	94.31	0	0	94.31	Air Quality conformity determination for Final EIR/EIS. EPA not concurring with air quality conformity for the corridor-level environmental document. Legal challenges to the environmental document.	Ernesto Chaves/ Lucy Delgadillo	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. In May 2021, the Board directed staff to suspend work on the environmental document and to come back in September 2021 with a plan to re-engage local and regional stakeholders in the corridor to collaborate on a plan for future investment. Measure M funds not yet expended, Will need Measure M funds for subsequent phases/effort.
6	I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	10.56	9.48	0.00	0.00	9.48	None	Shahrzad Amiri/ Philbert Wong	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.
		2027	TBD	PS&E	23.20	1.52	0.00	0.00	0.00	None	Shahrzad Amiri/ Philbert Wong	Prior budget was \$5.7M. Since then, Metro Board approved contract modification for \$18.7M to WSP in May 2021 to begin PS&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&E work to be funded by Measure M.

Measure M Oversight Committee

Highway Projects Overview

Status Update: July, 2021												
		Ground-breaking Date				Budget (\$mil.)		Contingency Funds (\$mil.)				
Item #	Project	Exp. Plan (FY)	Anticipate (FY)	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 06/30/21)	Soft Costs Spent*	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	500K	0.00	0.00	0.00	0.00	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 fund as well as contributions by the SBCTA. 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	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.
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.

Measure M Oversight Committee

Highway Projects Overview

		Ground-breaking Date			Budget (\$mil.)		Contingency Funds (\$mil.)		Status Update: July, 2021			
Item #	Project	Exp. Plan (FY)	Anticipate (FY)	Project Phase	Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 06/30/21)	Soft Costs Spent*	Risk	PM	Notes
11	I-605/I-10 Interchange	2043	TBD	Not started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	In environmental phase (part of the 605 CIP). Considerable expected Right of Way impacts at the I-605/I-5 Interchange may discontinue a corridor-level effort. If so, there may be a separate environmental process for the I-605/I-10 interchange improvements in the future.
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	In environmental phase (part of the 605 CIP) and on-hold due to considerable expected Right of Way impacts at the I-5/I-605 Interchange. Pursuit of corridor-level environmental clearance may discontinue. If so, there may be a separate environmental process for the I-605/SR-60 interchange improvements in the future.
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 8 and 9 above.

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



Metro

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

Board Report

File #: 2021-0514, **File Type:** Oral Report / Presentation

Agenda Number: 7.

MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE SEPTEMBER 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
September 1, 2021



LA River Path

Central Cities



Status

- Conducting Community Engagement meetings

Ongoing

- Environmental Technical Studies
- Design Engineering (15% Level)

Complete LA River

West San Fernando Valley



Segments 1 & 2 (Vanalden to Balboa)

- 90% construction drawings under review
- Measure M Funding Agreement to be initiated for Construction
 - \$18.6M ATP Grant funds
 - \$15M Measure M

Segment 3 & 4 (Balboa to Sepulveda)

- Federal Land Access Program Grant application

Segment 8 (Whitsett to Lankershim)

- State Active Transportation Program (ATP) Cycle 5 application
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application

Multi-Year Subregional Programs



Status

- Preparing recommendations for September Board items:
 - Arroyo Verdugo subregion
 - South Bay subregion

What's Next

- Seek Board approval for annual programming for the Arroyo Verdugo and South Bay subregions
- Coordinate with San Gabriel subregion on annual programming requests