



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Thursday, October 3, 2024

1:30 PM

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**Measure M Independent Taxpayer Oversight
Committee**

*Paul Rajmaira – Chair
Linda Briskman – Vice Chair
Ryan Campbell
Richard Stanger
Virginia Tanzmann**

**Attending Virtually
John Graham Library
9 Parsonage St
Newville, PA 17241*

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA 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 general 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 General 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 Clerk 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 <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

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.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to boardclerk@metro.net.

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) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

Requests can also be sent to boardclerk@metro.net.

323.466.3876 - Customer Service Line



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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General Information/Rules of the Board - (213) 922-4600

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

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 1:30 PM Pacific Time on October 3, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 202-735-3323 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 1:30 PM, hora del Pacifico, el 3 de Octubre de 2024. Puedes unirse a la llamada 5 minutos antes del comienso de la junta.

Marque: 202-735-3323 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

Los comentarios del público se tomara cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. **SUBJECT: REMARKS BY THE CHAIR** [2024-0519](#)
RECOMMENDATION
RECEIVE remarks by the Chair.
2. **SUBJECT: MINUTES** [2024-0539](#)
RECOMMENDATION
APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held June 5, 2024.
Attachments: [MINUTES - Measure M June 5, 2024](#)
3. **SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS** [2024-0516](#)
RECOMMENDATION
RECEIVE oral report on review of the Measure M transit operations budget and countywide bus service metrics to support discussion on the effective and efficient use of funds.
Attachments: [Presentation](#)
4. **SUBJECT: ORAL REPORT ON LOCAL RETURN** [2024-0515](#)
RECOMMENDATION
RECEIVE oral report on Local Return programmed revenues and uses for Los Angeles County jurisdictions to support discussion on the effective and efficient use of funds.
Attachments: [Presentation](#)
5. **SUBJECT: STATE OF GOOD REPAIR** [2024-0456](#)
RECOMMENDATION
RECEIVE oral report on State of Good Repair budget and expenses.
Attachments: [Presentation](#)

6. SUBJECT: TRANSIT AND HIGHWAY CAPITAL PROJECTS [2024-0507](#)

RECOMMENDATION

RECEIVE oral report on Transit and Highway Capital Projects to support discussion on the effective and efficient use of funds.

Attachments: [Attachment A - Transit and Highway Capital Update](#)
[Attachment B - Transit Planning Project Update](#)
[Attachment C - Complete Streets & Highways Project Update](#)

7. SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES [2024-0483](#)

RECOMMENDATION

RECEIVE oral report on Measure M Active Transportation, programmed revenues, and uses to support discussion on the effective and efficient use of funds.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2024-0540](#)

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 #: 2024-0539, **File Type:** Minutes

Agenda Number: 2.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE OCTOBER 3, 2024

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held June 5, 2024.



MINUTES

Wednesday, June 5, 2024

10:00 AM

**Measure M Independent Taxpayer Oversight
Committee**

**DIRECTORS PRESENT:
Richard Stanger – Chair
Linda Briskman
Stephen Heaney
Paul Rajmaira
Virginia Tanzmann**

CALLED TO ORDER: 10:08 A.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR

2024-0328

RECEIVED remarks by the Chair.

Chair Stanger announced that Director Heaney would be leaving the Committee and extended to him best wishes for the future. He announced the transition of the Chair position to Director Rajmaira and highlighted Committee vacancies and encouraged referrals of interested candidates.

RC	LB	SH	PR	VT	RS (Chair)
A	P	P	P	P	P

2. SUBJECT: MINUTES

2024-0335

APPROVED Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 6, 2024.

RC	LB	SH	PR	VT	RS (Chair)
A	Y	Y	Y	Y	Y

3. SUBJECT: ORAL REPORT ON THE FY25 BUDGET

2024-0302

RECEIVED oral report on review of the FY25 Budget to support discussion on the effective and efficient use of funds.

RC	LB	SH	PR	VT	RS (Chair)
A	P	P	P	P	P

4. SUBJECT: ORAL REPORT ON SERVICE METRICS

2024-0327

RECEIVED oral report on review of countywide bus service metrics to support discussion on feasible and transparent reporting of Measure M operating and maintenance funds allocated to municipal transit providers.

(continued on next page)

LB = L. Briskman	RC = R. Campbell	SH = S. Heaney	PR = P. Rajmaira	RS = R. Stanger	VT = V. Tanzmann
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LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

(Item 4 – continued from previous page)

Chair Stanger commented that Metro does a great job tracking the funds that go to transit operators and the resulting ridership, but there is a disconnect between tracking the data and showing whether taxpayers' money is being spent effectively and efficiently.

RC	LB	SH	PR	VT	RS (Chair)
A	P	P	P	P	P

5. SUBJECT: ORAL REPORT ON LOCAL RETURN **2024-0303**

RECEIVED oral report on Local Return programmed revenues and uses for Los Angeles County jurisdictions to support discussion on the effective and efficient use of funds.

RC	LB	SH	PR	VT	RS (Chair)
A	P	P	P	P	P

6. SUBJECT: STATE OF GOOD REPAIR **2024-0242**

RECEIVED oral report on State of Good Repair budget and expenses.

Director Rajmaira asked about the consequences of not meeting FTA targets and the process for raising targets instead of meeting them. Staff commented that there are no penalties for missing targets and that asset rehabilitation and economic factors are considered in setting targets.

Chair Stanger requested a follow-up on target adjustments, expressing concern over changing targets instead of addressing issues.

RC	LB	SH	PR	VT	RS (Chair)
A	P	P	P	P	P

7. SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS **2024-0284**

RECEIVED oral report on Transit and Highway Capital projects to support discussion on the effective and efficient use of funds.

(continued on next page)

(Item 7 – continued from previous page)

Chair Stanger requested Staff to report back on Metro’s rail projects in the High Dessert Corridor.

RC	LB	SH	PR	VT	RS (Chair)
A	P	P	P	P	P

8. SUBJECT: ACTIVE TRANSPORTATION UPDATES

2024-0269

RECEIVED oral report on Measure M Active Transportation, programmed revenues, and uses to support discussion on the effective and efficient use of funds.

Director Rajmaira asked if the Active Transportation Plan is available to the public and staff confirmed it is.

RC	LB	SH	PR	VT	RS (Chair)
A	P	P	P	P	P

RECEIVED General Public Comment.

ADJOURNED AT 11:39 A.M.

Prepared by: Collette Langston
Board Clerk, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2024-0516, **File Type:** Informational Report

Agenda Number: 3.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE OCTOBER 3, 2024

SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on review of the Measure M transit operations budget and countywide bus service metrics to support discussion on the effective and efficient use of funds.

ISSUE

To support the discussion on the effective use of Measure M fund budget and expenses. This report provides: 1) efficiency and effectiveness metrics for Metro's systemwide service during fiscal year 2024 (FY24), 2) FY24 budget versus actual data for Metro operations and maintenance, 3) Measure M transit fund allocations and expenditures for each Los Angeles County bus operator, and 4) the most recent National Transit Database efficiency and effectiveness data for Los Angeles transit operators receiving Measure M funding.

EQUITY PLATFORM

Under Board-adopted Measure M Guidelines, the Measure M Transit Operations and Maintenance funds allocated to transit agencies support the implementation of various transit services and improvements throughout the region. These funds are allocated to Metro and the municipal transit operators on an annual basis and are intended to enhance mobility for transit users, and individuals with disabilities. Through the process of public input and engagement, local decision-making, and project implementation, transit operators can appropriately and equitably address the needs of their communities and improve access to opportunity.

ATTACHMENTS

Attachment A - Budget and Service Metrics Presentation

Prepared by: Cosette Stark, DEO, Local Programming, (213) 922-2822
Michelle Navarro, Senior Executive Officer, Finance, (213) 922-3056

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Transit Operations Budget & Service Metrics Update

**Measure M Independent Taxpayer Oversight Committee
October 3, 2024 Meeting
Cosette Stark, DEO, Local Programming**

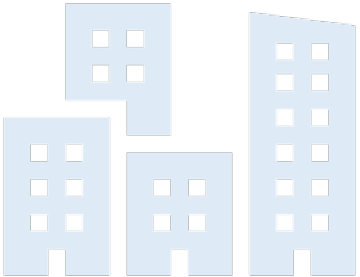
Metro Transit Operations & Maintenance Budget & Service Metric Data

Metro Efficiency & Effectiveness Metrics Q3 FY23 vs. Q3 FY24

Metro	Quarter 3 FY23				Quarter 3 FY24			
	UPT	VRH	UPT/VRH	Ops \$/VRH	UPT	VRH	UPT/VRH	Ops \$/VRH
Systemwide Data	154,173,040	4,825,994	31.95	\$ 196.95	172,774,381	5,199,000	33.23	\$ 159.61

Ops \$ = Operating Costs
 VRH = Vehicle Revenue Hours
 UPT = Unlinked Passenger Trips (Boardings)

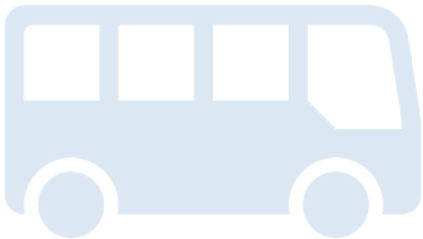
↑
 All Metrics Improved FY24 Over FY23
 ↑



Metro Transit	Year to Date thru March 31, 2024			
	Budget	Actuals	(Over)/Under Budget	Actuals %Budget
Operations & Maintenance	\$ 1,752.4	\$ 1,463.2	\$ 289.2	83.5%

Represents All Metro Fund Sources, Including Measure M

↑
 Within Budget
 ↑



Measure M 3rd Quarter FY24 Transit Operations Allocations & Expenditures



Operator - Bus	FY24 Measure M Transit Operations Funds		%Exp	%Pop EFCs
	Allocations thru Q4	Expenditures thru Q4		
Metro	\$190,191,334	\$190,200,000	100%	40%
City of Arcadia	\$221,526	\$221,526	100%	0%
City of Claremont	\$77,760	\$58,320	75%	0%
City of Commerce	\$283,741	\$283,980	100%	100%
Culver City	\$3,590,638	\$3,590,638	100%	0%
Foothill Transit	\$18,952,528	\$18,952,528	100%	22%
City of Gardena	\$3,517,641	\$3,517,640	100%	52%
City of La Mirada	\$63,134	\$47,352	75%	22%
Long Beach Transit	\$15,868,777	\$15,868,777	100%	48%
City of Montebello	\$5,454,985	\$5,454,985	100%	52%
City of Norwalk	\$2,082,511	\$2,082,511	100%	16%
City of Redondo Beach	\$535,285	\$535,285	100%	0%
City of Santa Monica	\$13,536,642	\$13,536,642	100%	5%
City of Torrance	\$4,172,038	\$4,172,038	100%	0%
Antelope Valley	\$4,303,648	\$4,303,648	100%	36%
City of Santa Clarita	\$3,580,851	\$3,580,851	100%	6%
City of Los Angeles	\$9,573,372	\$9,573,372	100%	48%
Total	\$ 276,006,411	\$ 275,980,093	100%	0%

Unaudited data

%Exp = Percent Expended

%Pop EFCs = Percent of population in Equity Focused Community



National Transit Database (NTD) Efficiency & Effectiveness Metrics – Motor Bus

Operator - Motor Bus	Efficiency Metrics		Effectiveness Metrics				Vehicle #
	Ops \$/VSM	Ops \$/VRH	Ops \$/PMT	Ops \$/UPT	UPT/VSM	UPT/VRH	
Redondo Beach	\$ 9.76	\$ 112.41	\$ 3.72	\$ 13.40	0.7	8.4	14
Commerce	15.24	152.76	6.70	24.62	0.6	6.2	17
Norwalk	14.15	159.18	4.29	18.04	0.8	8.8	34
Santa Clarita	9.48	142.71	2.17	9.16	1.0	15.6	53
Antelope Valley	10.93	159.40	4.33	23.40	0.5	6.8	54
Culver City	17.38	176.50	2.67	10.23	1.7	17.2	57
Gardena	19.40	243.16	3.91	14.01	1.4	17.4	58
Torrance	14.71	192.11	2.10	10.68	1.4	18.0	63
Montebello	15.07	155.94	3.16	10.08	1.5	15.5	66
Santa Monica	18.88	179.23	3.32	11.73	1.6	15.3	195
LADOT	10.94	124.58	3.66	6.11	1.8	20.4	228
Long Beach	17.39	171.34	1.94	5.82	3.0	29.4	249
Foothill	9.39	131.19	2.84	15.21	0.6	8.6	359
Arcadia	6.62	73.19	N/A	45.10	0.1	1.6	N/A
Metro Bus	18.36	191.07	1.90	5.94	3.1	32.2	2,296

- Total FY22 Operating Expenses: \$1.75 billion - (Metro comprised 67%)
- Measure M contributed \$176.9 million for countywide bus operations in FY22

Ops \$ = Operating Costs
VSM = Vehicle Service Miles
VRH = Vehicle Revenue Hours
PMT = Passenger Miles Travelled
UPT = Unlinked Passenger Trips (Boardings)





Publicly Available Data

- FTA NTD Transit Agency Profiles –



https://www.transit.dot.gov/ntd/transit-agency-profiles?field_geography_target_id=2481&field_address_administrative_area=CA&combine=

- Metro Ridership Data on Metro.net –



<https://opa.metro.net/MetroRidership/>

- SB 125 Transit Operator Ridership Data on Metro.net –

https://ntd-monthly-ridership--cal-itp-data-analyses.netlify.app/rtpa_los-angeles-county-metropolitan-transportation-authority/0__monthly_ridership_report_rtpa_los-angeles-county-metropolitan-transportation-authority





Board Report

File #: 2024-0515, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
OCTOBER 3, 2024**

SUBJECT: ORAL REPORT ON LOCAL RETURN

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Local Return programmed revenues and uses for Los Angeles County jurisdictions to support discussion on the effective and efficient use of funds.

ISSUE

To support the discussion on Local Return revenue amounts programmed and usage by each Los Angeles County local jurisdiction. This report provides the required quarterly update and presents the status of Local Return funding in the first quarter of fiscal year 2025 (FY25). This includes audit updates, a summary of Measure M fund uses within the first quarter, and updates on current points of concern with Metro’s Board of Directors.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. Through the process of public input, the engagement during local decision making and project implementation, cities and unincorporated areas of the county are empowered to appropriately and equitably address the needs of their communities.

ATTACHMENTS

Attachment A - Local Return Presentation

Prepared by: Chelsea Meister, Manager, Transp. Planning, Local Programming, (213) 922-5638
Susan Richan, Director, Local Programming, (213) 922-3017
Cosette Stark, DEO, Local Programming, (213) 922-2822

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088

Measure M Local Return

October 2024 update



Susan Richan and Chelsea Meister,
Local Programming

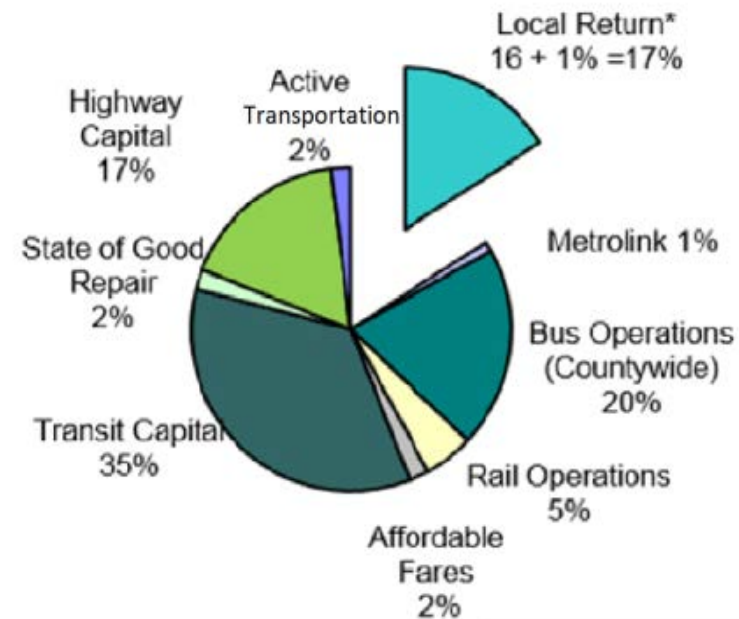


Local Return (LR) – Measure M

- 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 – Updates

There was a Local Return Workshop (for the Consolidated Audit) held Tuesday, May 14, 2024. This was to go over the FY2023-24 audit requirements and review Local Return procedures.

Cities were notified that the close of the fiscal year was June 30, 2024, and that they needed to have all of their projects approved on or by that date. Broadcast emails have been sent to cities regarding other due dates and potential lapsing dates.

The FY2023-24 Audit begins in October 2024 and continues until December 31, 2024

In March 2023, Metro Board approved the Bus Shelters Motion directing staff to investigate Local Return investment into bus stops, among other efforts.

- To date 4 cities have used Measure M Local Return funds for bus stops
- Most cities use other local return fund sources for bus stop improvements
- This will inform planned Quality of Life Scorecard which will assess how pass-through funding supports local infrastructure including bus stops

FY25 Measure M Local Return Fund Usage

As of 9/4/2024

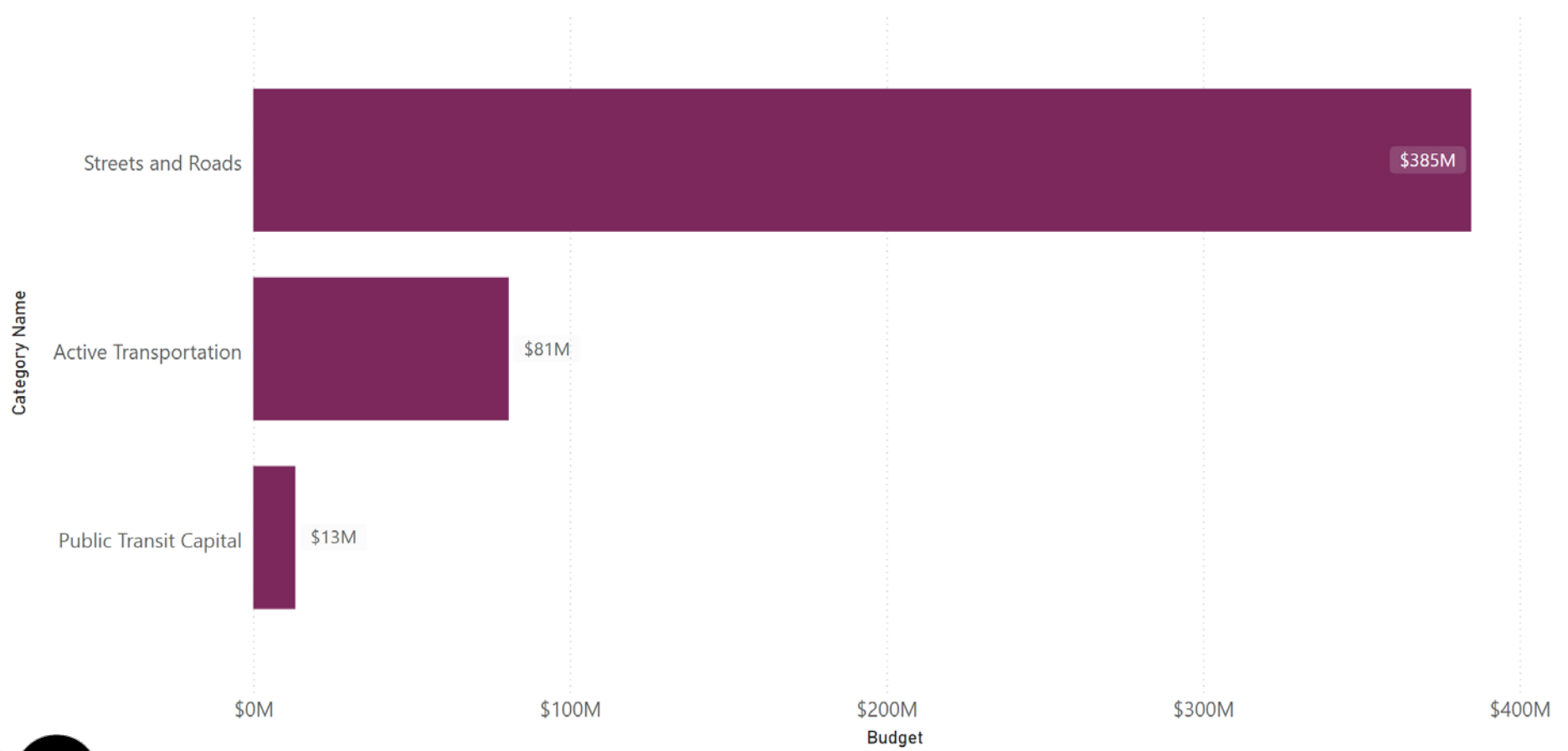
Approved Budget 2025

\$479M

Total No of Projects in 2025

554

Budget by Category Name



END OF FY24 TOTAL APPROVAL AMOUNTS AND PROJECTS



THANK YOU!

Questions?

Susan Richan

richans@metro.net

(213) 922-3017

Chelsea Meister

meisterc@metro.net

(213) 922-5638





Board Report

File #: 2024-0456, **File Type:** Oral Report / Presentation

Agenda Number: 5.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
OCTOBER 3, 2024**

SUBJECT: STATE OF GOOD REPAIR

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on State of Good Repair budget and expenses.

ISSUE

To support the discussion for the effective and efficient use of funds, this quarterly presentation provides the committee with Metro’s status in meeting State of Good Repair (SGR) requirements per the Federal Transit Administration’s Transit Asset Management (TAM) Rulemaking. This includes progress on condition assessments performed by Enterprise Transit Asset Management (ETAM) in support of the implementation of the new Enterprise Asset Management (EAM) system.

EQUITY PLATFORM

The Enterprise Transit Asset Management (ETAM) assessment contracts cover all Metro-owned stations, tunnels, bridges, facilities, and buildings that house Metro employees who provide transportation services and benefits to riders. The ETAM assesses all of Metro’s structures and facilities to prevent major disruption of service to Los Angeles communities. Ensuring a state of good repair directly benefits riders, particularly those from Equity Focus Communities, who are more reliant on public transportation for their daily needs.

ATTACHMENTS

Attachment A - Presentation

Prepared by: Denise Longley, Executive Officer, Administration, (213) 922-7294

Reviewed by: Kenneth Hernandez, Interim Chief Safety Officer, (213) 922-2990



Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management
State of Good Repair

October 3, 2024



Metro

TAM Inventory Database Overview - FY24 Q4

ETAM must remain in compliance with the FTA's TAM Rulemaking 49 CFR Part 625 by reporting annually, so Metro can remain eligible for federal grants.

- Asset Inventory Database Statistics
 - Tracking approximately 33,200 asset records
 - \$24.6B Asset Replacement Value
 - \$31.7B SGR needs over 40 years
 - \$3.3B Current Backlog

- ETAM Reported data through 6/30/2023 into National Transit Database (NTD) by 10/31/2023 deadline
 - 17 reports regarding asset inventory
 - Annual TAM Narrative Report
 - Performance Measure Targets Report
 - Group TAM update

- FTA FY24 Triennial Audit “Recipient Information Request” (RIR) commenced in Q3. Entrance interview and audit week of Sept. 9, 2024.



Metro

Transit Asset Management – Accomplished and In Progress as of FY24 Q4

Support Implementation of new Enterprise Asset Management System (EAMS):

- ETAM supporting inclusion of TAM functionality in EAM system integration.

Continued Condition Assessments:

- Structures Inspections Contract – 7-year contract for FY 20-26 inspections. 63 of 63 final inspection reports approved by the end of FY24 Q4. 27 inspections scheduled for completion in FY25.
- Facility Condition Assessments required per FTA TAM Rulemaking – 3-year contract for FY23-25 required assessments. 68 of 68 final inspection reports approved by the end of FY24 Q4. 75 assessments scheduled for completion in FY25.

FTA TAM Rulemaking compliance deadline:

- **October 31, 2024:** Next reporting due for FY24.
- August/September – Validate information with asset owners; Formulate Performance Measures and Targets information, including Written Narrative.
- September/October – Receive Executive Approval to upload Metro Performance Target data into NTD.
- Upload data into National Transit Database (NTD) for multiple asset reports by ETAM, including Group TAM Plan targets by NTD deadline.



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Federal Transit Administration (FTA) Annual Reporting 10/31/2023

Rolling Stock and Equipment

FTA TAM Rulemaking: “§ 625.45, Setting performance targets for capital assets.

(a) General.

(1) A provider must set one or more performance targets for each applicable performance measure.

(2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.”

FTA TAM Performance Measures / Targets					Based on FY23 Census Date (6/30/2023)				FY24 Forecast (6/30/24)					
Asset Class	Performance Measure based on 49 CFR Part 625	① FY23 Target (reported to FTA)	② = ⑥ / ⑤ FY23 Actual (Calcd by FTA)	② = ① FY23 Performance Meet/Exceed	③ = ⑩ / ⑨ FY24 Target * (reported to FTA)	④ Total Asset Count	⑤ "Active" Asset Count	⑥ Exceeded ULB (NTD Method [‡])	⑦ Average Age	⑧ Total Asset Estimate	⑨ "Active" Asset Estimate	⑩ Exceeded ULB (NTD Method [‡])	⑪ Average Age	
Rolling Stock	Articulated Bus (AB)	36.00%	35.34%	Met	35%	274	266	94	7.7	275	271	94	8.5	
	Bus (BU)	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.	1.00%	1.74%	Not Met	1%	1,798	1,722	30	7.3	1,807	1,739	8	7.5
	Heavy Rail Vehicles (HR)		25.00%	30.23%	Not Met	30%	100	86	26	26.2	102	87	26	26.6
	Light Rail Vehicles (LR)		0.00%	0.00%	Met	0%	337	303	0	8.6	337	328	0	9.6
Asset Class	Performance Measure based on 49 CFR Part 625		FY23 Target (reported to FTA)	FY23 Actual (Calcd by FTA)	FY23 Performance Meet/Exceed	FY24 Target * (reported to FTA)	Total Asset Count	Exceeded ULB (NTD Method [‡])	Average Age	Total Asset Estimate	Exceeded ULB (NTD Method [‡])	Average Age		
Equipment	Automobiles	40.00%	39.83%	Met	52%		467	186	9.3		488	252	9.8	
	Trucks and Other Rubber Tire Vehicles	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.	46.00%	42.02%	Met	41%		1,021	429	10.4		1,039	425	10.6
	Steel Wheel Vehicles		20.00%	20.00%	Met	20%		10	2	10.1		10	2	11.1

* FY24 Target is the forecast performance or condition rounded up to the next whole percentage.
 ‡ Uses the FTA/NTD method of calculating age: Census Year - Year of Manufacture for each asset.



Federal Transit Administration (FTA) Annual Reporting 10/31/2023

Facilities and Infrastructure

FTA TAM Rulemaking: “§ 625.45, Setting performance targets for capital assets.

(a) General.

(1) A provider must set one or more performance targets for each applicable performance measure.

(2) A provider must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.”

FTA TAM Performance Measures / Targets						Based on FY23 Census Date (6/30/2023)			
Asset Class	Performance Measure based on 49 CFR Part 625	① FY23 Target (reported to FTA)	② = ⑥ / ⑤ FY23 Actual (Calc'd by FTA)	② = ① FY23 Performance Meet/Exceed	③ = ⑩ / ⑨ FY24 Target * (reported to FTA)	④ Total Asset Count	⑤ "Active" Asset Count	⑥ Exceeded ULB (NTD Method [‡])	
Facilities	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%	Met	0%	285	233	0
	Administration & Maintenance Facilities		0.00%	0.00%	Met	0%	152	152	0
Infrastructure	Asset Class	Performance Measure based on 49 CFR Part 625	FY23 Target (reported to FTA)	FY23 Actual (Calc'd by FTA)	FY23 Performance Meet/Exceed	FY24 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.	1.00%	1.10%	Not Met	2%		31.84 miles	0.35 miles
	Light Rail (LR)		4.00%	3.76%	Met	4%		186.76 miles	7.02 miles

* FY24 Target is the forecast performance or condition rounded up to the next whole percentage.

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



Metro



Thank you!

Denise Longley
Enterprise Transit Asset Management
State of Good Repair



Metro®



Board Report

File #: 2024-0507, File Type: Oral Report / Presentation

Agenda Number: 6.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
OCTOBER 3, 2024**

SUBJECT: TRANSIT AND HIGHWAY CAPITAL PROJECTS

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Transit and Highway Capital Projects to support discussion on the effective and efficient use of funds.

ISSUE

To support the objectives of the Measure M Independent Taxpayer Oversight Committee in monitoring the effective and efficient uses of tax revenue funds, this report provides progress updates on transit and highway capital projects as identified by the Measure M Ordinance and Expenditure Plan. This quarterly presentation is prepared by Program Management with support from Program Controls for projects in the construction phase, and by Countywide Planning and Development for projects in the planning phase of development.

EQUITY PLATFORM

This report is provided on a regular basis and includes high-level summary updates on multiple projects. Equity considerations are provided in this quarter's report as a baseline summary. Future reports in this quarterly series will provide updates from the prior quarter, if any.

Transit and Highways Capital Projects

Gold Line Foothill Ext. Phase 2B: Equity - 25% (1 of 4 stations) within or adjacent to Equity Focus Communities (EFC)

LAX/Metro Transit Center (AMC): Equity - 100% within or adjacent to EFCs

Westside Purple Line - Section 3: Equity - 50% (1 of 2 stations) within or adjacent to EFCs

1-5 North County Enhancements: Equity - this project is not within or adjacent to EFCs

I-105 Express Lanes: Equity - 92% within or adjacent to EFCs

G Line BRT Improvements Project: Equity - 88% (15 of 17 stations) within or adjacent to EFCs

East San Fernando Valley Transit Corridor: Equity - 70% within or adjacent to EFCs

North Hollywood to Pasadena BRT Project: Equity - 60% within or adjacent to EFCs

North San Fernando Transit Corridor Project: Equity - 42% within or adjacent to EFCs

Transit Planning Projects

Southeast Gateway Line: Entire corridor is an Environmental Justice Community, based on the Council on Environmental Quality (CEQ) Environmental Justice Guidance under the National Environmental Policy Act. The Project incorporated 2022 EFC information and data in its Final EIS/EIR analysis.

Eastside Transit Corridor Phase 2: EFCs are located within a half mile of each of the 7 proposed stations. The Project will benefit communities along the eastern portion of LA County. The full 9-mile project alignment traverses six (6) jurisdictions or neighborhoods with EFCs, and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the 4.6-mile initial operating segment to the Greenwood Station. The Project will benefit these EFCs and other communities along the eastern portion of LA County and the cities of Commerce, Montebello, Pio Rivera, Santa Fe Springs, and Whittier. The LPA to Greenwood will serve the highest concentration of EFCs in East LA and the cities of Commerce and Montebello.

Sepulveda Transit Corridor: EFCs have been identified within the study area in San Fernando Valley and near UCLA. The project team will use the 2022 EFC definition for upcoming analyses supporting the CEQA process.

C Line Extension to Torrance: Lawndale, one of the three cities in the project area, includes EFCs (based on 2022 updated data). Travel patterns and projected ridership show that the Project will expand transit service and accessibility for many EFCs to connect to major job centers in the South Bay and serve low-income, zero-vehicle households, and Black, Indigenous, and/or People of Color (BIPOC) populations throughout LA County who make up most of the Metro's existing rail ridership.

K Line (Northern Extension): Study area includes EFCs in Mid-City and Hollywood and includes neighborhoods in which a significant proportion of residents are transit dependent. Projected travel patterns and ridership show that the Project will serve many EFCs along the K Line, connecting people to jobs, schools and services. Transit dependent residents are disproportionately impacted by long travel times and crowding on the existing transit system.

Complete Streets and Highways Projects

SR-71 South Segment Improvements (Phase 1): The Project is in the City of Pomona, a city with EFCs that is also reported to be a disadvantaged community, as defined by SB 535 Disadvantaged Communities using CalEnviroScreen 4.0 results, with a median household income of \$67,549, which is 18% lower than the median annual income across the entire state. The SR-71 South Segment (Phase 1) is under construction and will be open to traffic next Fall. It is anticipated the Project will provide numerous operational and safety benefits; multimodal options

(new HOV lane); improve travel speeds; reduce bottlenecks, queues and vehicle idling to help improve air quality for residents in Pomona and the surrounding community.

SR-71 North Segment Improvements (Phase 2): The SR-71 North Segment (Phase 2) extends the proposed improvements along the corridor two miles north to the I-10 freeway in the City of Pomona. It is anticipated Phase 2 design work will resume this quarter (FY25, Q1); and the same transportation benefits will be realized as Phase 1, including increased local connectivity and more multimodal options (replacement of an existing pedestrian overcrossing); and goods movement (after reconstructing two rail overpasses to facilitate safer double-stacking of rail cars; and quicker and smoother movement of freight to major east-west corridors.

SR-57/SR-60 Interchange Improvements: The project area is located within or directly adjacent to EFCs. Implementation of the Project will not result in the displacement of, or other negative impacts to, disadvantaged or low-income communities. EFCs are located within 10 miles to the east, northeast, and west of the project location.

I-405 South Bay Curve Improvements (I-105 to Artesia Boulevard - Auxiliary Lanes): The Project will implement high-visibility crosswalks, leading pedestrian intervals, visual and auditory pedestrian countdown timers, touchless pushbuttons, and wayfinding cyclist signage to enable safer travel within the project area. The planned improvements are within Caltrans' right-of-way and will not require residential displacements. There is one Metro-designated EFC within the project area in the City of Lawndale.

I-405 South Bay Curve Improvements (I-110 to Wilmington Avenue - Auxiliary Lanes): The Project will implement complete streets and multimodal transportation options, such as and not limited to Class I and II bicycle facilities, sidewalk and street crossing improvements and transit signal priority where possible and as warranted. Public involvement efforts include a multilingual hybrid outreach that provides multiple opportunities for stakeholders and the public to review and provide feedback on project-related information. There are no Metro-designated EFCs within the proposed project area, but there is an EFC within one mile of the proposed project area. The planned improvements are within the Caltrans right-of-way and will not require residential displacements.

SR-14 Improvements (Newhall Avenue Undercrossing to Pearblossom Highway): Some communities within the project area in the cities of Lancaster, Palmdale, Santa Clarita, and unincorporated Los Angeles County fall within Metro-designated EFCs. Safety improvements are anticipated to benefit travel to and from these communities and reduce crashes/injuries.

Other Non-Recurring Project

High Desert Corridor (HDC Joint Powers Authority): The entire Project area falls within low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged communities, as defined by SB 535. The Project also traverses through Metro's Equity Focus Communities in the Antelope Valley, including the cities of Palmdale, Lancaster, and unincorporated Los Angeles County. In addition, residents within the Project area are predominantly from Black, Indigenous, and Other People of Color (BIPOC) populations, between 61% and 77%, with the highest percentage of BIPOC populations in the City of

Palmdale. Many of the populations include people with limited English proficiency.

ATTACHMENTS

Attachment A - Transit and Highways Capital Update

Attachment B - Transit Planning Project Update

Attachment C - Complete Streets & Highways Project Update

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Transit & Highway (Capital) Update

Measure M Oversight Committee

October 2024

Julie Owen

Sr. EO, Project Management Oversight



Metro

Transit / Highway Engineering and Construction

Construction Projects

- Gold Line Foothill Extension Phase 2B – Pomona
- Airport Metro Connector
- Westside Purple Line – Section 3
- 15N County Enhancements

Alternative Delivery Projects



- 105 Express Lanes
- G Line BRT Improvements Project
- East San Fernando Valley Transit Corridor
- North Hollywood to Pasadena BRT Project

Operational Projects



- North San Fernando Transit Corridor Project



Gold Line Foothill Extension Phase 2B

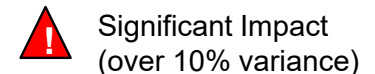
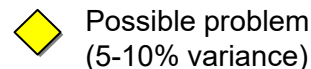
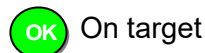
BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$1,533M	1,533M	\$1,533M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
Variance from Revised Budget:			\$0 	

* At time of the award of contract – Board Approval (June 2017)

SCHEDULE			Revenue Operation	
	Original *	Approved Rebaseline	Previous Period	Current Forecast**
	January 2025	N/A	Summer 2025	Summer 2025
	Variance from Original:		0d (0%)	0d (0%) 
Variance from Revised Schedule:		n/a	n/a 	

* The Original date reflects the Authority's Substantial Completion date

** Current Forecast is from the Authority's June 2023 Schedule Update. Authority forecasts Substantial Completion at January 2025, and assumes Revenue Operation will follow 6 months later.



Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,172,393
- Recordable Injury Rate: 0.28 vs. the National Average: 2.4.

Updates

- **Overall Project Progress is 86% complete**

Construction is planned and will continue as follows:

- Sound wall and fencing throughout the project
- 4 new stations: Glendora, San Dimas, La Verne, and Pomona
- LRT train control, Overhead Catenary System (OCS) poles and wire installation
- Continue local field acceptance testing for traction power substations (TPSS's)
- Begin systems integration testing

Equity

- 25% of the project is located within or adjacent to Equity-Focus Communities.



Fulton to Garey - OCS





San Dimas Avenue – Roadway Paving



LAX/Metro Transit Center (AMC)

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$898.6M	\$898.6M	\$898.6M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
Variance from Revised Budget:			\$0 	

* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	Fall 2024	N/A	Fall 2024	Fall 2024
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	

** Current Forecast is Metro's June 2023 Schedule Update



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 948,198; Recordable Injury Rate: 1.69 vs.
The National Average: 2.4.

Updates

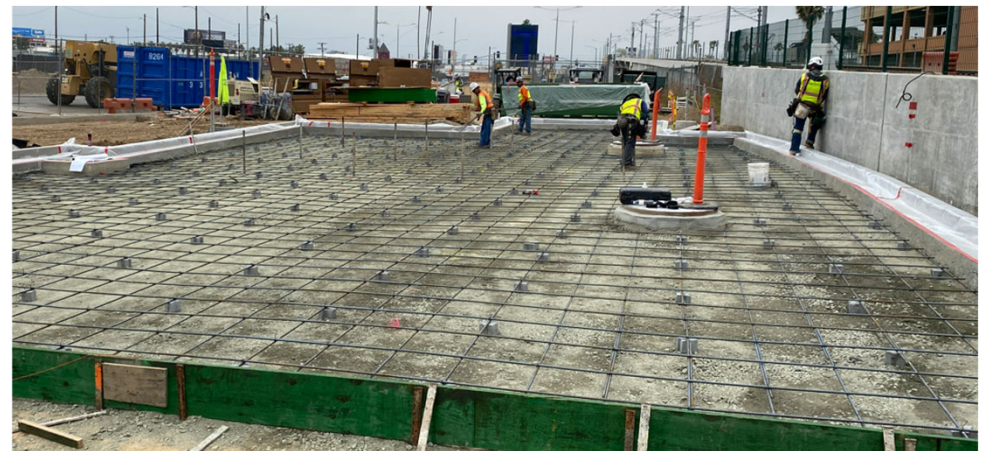
Overall project progress is 84.8% complete

Primary Station Construction at 81.6% completion

- Various activities continue at the roof/ceiling level including fire sprinkler system, exterior soffits, overhead utilities, tech bar, and fireproofing
- Station build-outs continue including interior and exterior wall framing, architectural metal mesh panels, interior framing & drywall, utility rough-ins, mechanical system, electrical system, low voltage systems, and wire pulling.
- Begin installation of platform fence and ballast retainer wall fence
- Continuation of all vertical circulation system work including elevator & escalator systems, and terrazzo stair finishes.
- Aviation Blvd B-Permit approved by City of Los Angeles. Demolition and grading operation commenced.
- Train Control SIT-1 testing has been completed.
- Construction trailers removed from site to further progress on sitework.
- Roadway and Hardscape activities progressing site-wide

Equity



- 100% of the project is located within or adjacent to Equity Focus Communities.



July 2024 Construction Committee



Los Angeles County Metropolitan Transportation Authority

Westside Purple Line Extension – Section 3

BUDGET	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:			\$0 

* At time of the award of contract – Board Approval February 2019

** Excludes finance costs. In June 2023, the Board approved \$53M LOP increase for Concurrent Non-Full Funding Grant Agreement (Non-FFGA) activities.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	March 2027	Summer 2027	Summer 2027	Summer 2027
	Variance from Original:		+131d (3.91%)	+131d (3.91%) 
Variance from Revised Schedule:			+0d (0%) 	

* Based upon agreed acceleration modification.



Westside Purple Line Extension – Section 3

Safety

Project Hours: 3,280,555 Recordable Injury Rate: 1.46 vs. The National Average: 2.4.

- C1151: Project Hours: 1,711,660; Recordable Injury Rate: 2.45.
- C1152: Project Hours: 1,568,895; Recordable Injury Rate: 0.38.

Updates

- **Overall Project Progress is 52% complete.**
- **Final design progress is 97% complete.**
- **Westwood/UCLA Station**
 - Excavation is 95% complete. Walers and struts continue to be installed at level 5; 92% of walers and struts have been installed.
- **Westwood/VA Hospital Station**
 - Excavation is 93% complete. Walers and struts continue to be installed at level 5; 92% of struts and walers have been installed. 95% of tiebacks and shotcrete have been installed.
 - Mechanical, Electrical, and Plumbing fit-out inside the VA steam tunnel is 99% complete.
- **Tunnels**
 - Cross passage work in the tunnels continues.

Equity

- 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.





Westwood/UCLA Station:
Placing Shotcrete for Row 4 Soil Nails at East Headwall





Westwood/VA Hospital Station:
Excavation in Station Box



I-5 North County Enhancements

BUDGET				
		Approved LOP*	Previous Period	Current Forecast
		\$679.3M	\$679.3M	\$679.3M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
Variance from Revised Budget:			\$0 	

* At time of the award of contract - Board Approval (March 2021)

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	July 2026	N/A	Summer 2026	Summer 2026
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	



I-5 North County Enhancements

Safety

Project Hours: 650,956; Recordable Injury Rate: 0.92 vs. The National Average: 2.4.

Updates

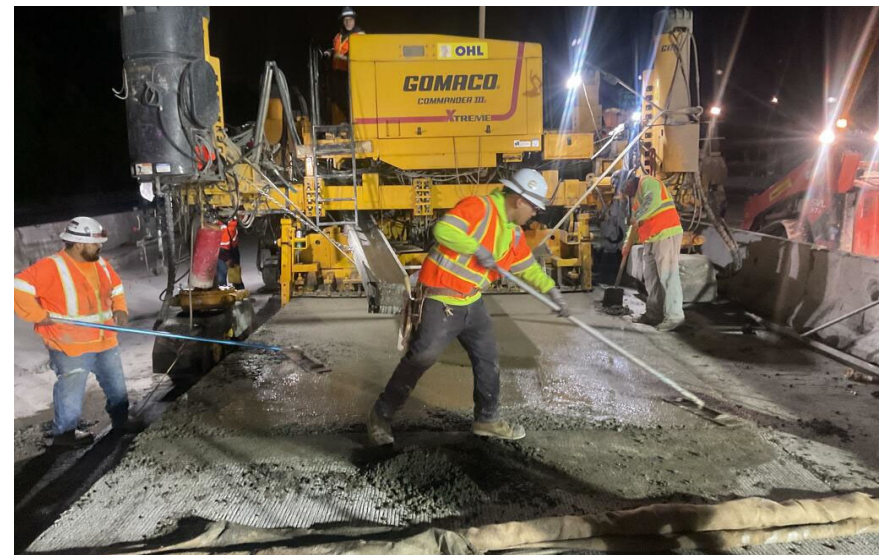
- **Overall Project progress is 38.4% complete.**
- Construction Stage 1, Phases 1 & 2 continues:
 - Work on 5 bridges throughout the project.
 - Construction of approximately 15 Retaining Walls on-going throughout the project.
 - On-going Drainage, Electrical, Barrier, and Signage work in the Median.
 - Lean Concrete Base (LCB) placement and Jointed Plain Concrete Paving (JPCP) in the median.
- Preparations for the first 30-day ramp closure at Calgrove Blvd. which is planned for the coming months.
- Project Team continues to coordinate with various stakeholders.

Equity

- This project is not located within or adjacent to Equity Focus Communities.



On-going work at Retaining Wall 2577



Jointed Plain Concrete Paving in Median





Projects without Life of Project (LOP) Budget

Engineering Projects



- **105 Express Lanes**
- **G Line BRT Improvements Project**
- **East San Fernando Valley Transit Corridor**
- **North Hollywood to Pasadena BRT Project**



105 Express Lanes

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$119 M		\$119 M	\$119 M
	Project	N/A		\$1B - \$1.44B	\$1B - \$1.44B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0 M (0%) 
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				\$0M

The Revised Forecast is derived from the ongoing Project estimate, which is in progress following the recent finalization of OPCC for Segment 1 and a more precise estimate for Segments 2 & 3 by CMGC.

SCHEDULE	Approved Rebaseline		Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Spring 2028*	Spring 2028* 
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:		N/A	N/A	

*Note: Spring of 2028 operation is for Segment 1. Segment 2/3 currently is forecasting Spring of 2029



105 Express Lanes

Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

Updates

Design is 80% complete.

Segment 1

- 100% Opinion of Probable Construction Cost (OPCC) was submitted. Agreed-to-Price achieved in December 2023
- Sub-contractor bid packages are released. Final pricing and Segment 1 LOP is expected to go to the Board in October 2024
- Equity Assessment is in progress; seven roundtable meetings held to date with Community Based Organizations
- Receipt of State's funding allocation of \$150M from California Transportation Commission (CTC) in May 2024

Segment 2 and 3

- 95% design is in progress and 100% design will be complete by late summer 2025
- 65% OPCC has been submitted and is under evaluation
- Value engineering is underway to reduce cost. Proposed value engineering elements is under review by Caltrans
- Segment 3 design is coordinating with Southeast Gateway Line project

Roadside Toll Collection System (RTCS)

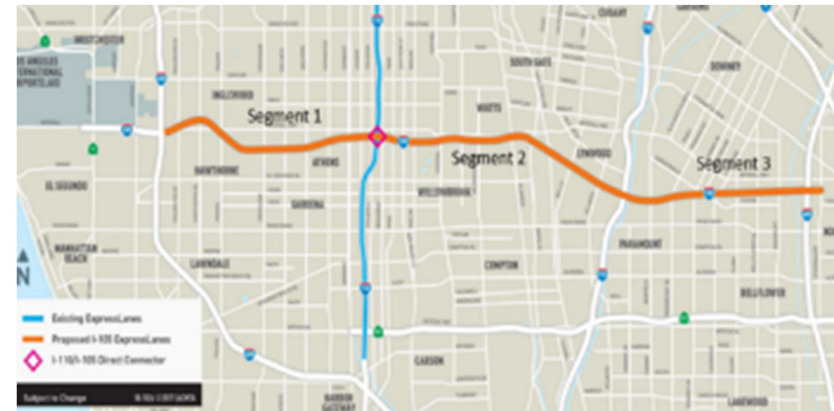
- Started Milestone A-3: Requirements Traceability Matrix Approval
- Completion of initial drafts Roadside System Detailed Design Documents
- Continued progress on RTCS Infrastructure Design Document

Equity

- 92% of the project is within or adjacent to Equity Focus Communities.



Traffic on 105 Freeway Eastbound






The Project Map





July 2024 Construction Committee

G Line BRT Improvements

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$149.7M*		\$149.7M	\$149.7M
	Project	N/A		\$488.1-511M	\$488.1-511M**
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				\$0M 

*Approved Budget only includes the Pre-Construction Budget. The project will request LOP budget prior to PDB Contract Phase 2 award. **Based on implementing value engineering and cost reduction measures shared at the November 2023 Construction Committee Meeting.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	December 2026***	December 2026***
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:			N/A 

***Current Forecast is Phase 2 Substantial Completion milestone, Phase 2 baseline schedule is not yet approved.



G Line BRT Improvements

Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

Updates

- **Progressive Design Build Contract**
 - Continue to pursue scope refinements discussed at November Board to address affordability issues
 - Ongoing outreach to communicate project status and scope refinements, including in-person and virtual Community Meetings in May
 - 100% Van Nuys and Bike Path Improvements are underway and 60% Sepulveda design is under review.
 - Safe Clean Water Program voted to remove G Line Stormwater Capture scope from the Program.
 - California Transportation Commission (CTC) approved Scope Amendment based on scope refinements with approximate \$11M grant adjustment
 - Advancing Gated Intersections Alternative including gates at 13 intersections and traffic signal reservicing at remaining crossings
 - Pursuing Early Work Packages (EWPs) for 85-100% design and pilot gate
- **Utility Owner-Performed Advanced Utility Relocation (AURs)**
 - Sepulveda – removal of poles and overhead wires pending PDB contractor installation of new power service
 - Vesper – DWP relocation complete, Charter cutover pending
 - Sylmar – AUR completed. Department of Water and Power (DWP) undergrounding complete. Charter vacated.
- **Property Acquisitions**
 - Value Engineering Alternatives eliminated five of eight acquisitions
 - Metro has obtained possession of two of three required properties

Equity



- 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.




May Community Meeting



East San Fernando Valley Transit Corridor

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Pre-Construction	\$496.9M		\$496.9M	\$496.9M
	Project	N/A		\$3.57B	\$3.57B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:			N/A	N/A
	Variance from Revised Budget:				\$0M 

*The Board has only approved a Pre-Construction Budget to date.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	September 2031	September 2031
	Variance from Original:			+0d (0%)
Variance from Revised Schedule:				N/A 

**Current schedule forecast reflects Metro's Internal Schedule. The actual Baseline schedule will be negotiated with Progressive Design Builder as part of the Phase 2 Supplement.



East San Fernando Valley Transit Corridor

Safety

C1220 Contract Hours Worked: 33,954; Recordable Injury Rate: 0 vs. National Average: 3.0

Updates

FTA Coordination

- Final documentation required to address requirements in LOI sent to FTA on May 10, 2024
- FTA/PMOC completing evaluation, target FFGA Sept 2024

Progressive Design-Build Contract

- Ongoing negotiations for Early Work Packages (EWP)
- EWP-01 – Design Studies – ROM \$4.8M - target July Award
- EWP-02 – Initial Integrated Project Mgmt. Office – ROM \$8.8M - target July Award
- EWP-03 – Utility Adjustment Packages 4 & 6 – target Sept Award
- EWP-04 – Final Design – target July Award

Real Estate

- Offers have been made on 11 properties.
- 8 properties have accepted offers
- Condemnation process will start this summer for parcels which did not accept offers.

Construction - Advance Utility Adjustment #1 (C1220)

- Construction complete, DWP initiated intercept work May 2024.

Light Rail Vehicle (LRV) Procurement

- NTP was issued to Hatch Associates Consulting, Inc. on May 28, 2024 to serve as the Vehicle Specialist Consultant
- LRV Manufacturing Contract anticipated to be advertised in early 2025.



Equity

- 100% of the project is within or adjacent to Equity Focus Communities.





July 2024 Construction Committee

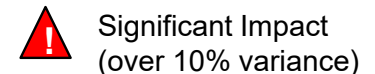
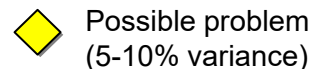
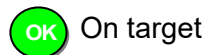
North Hollywood to Pasadena BRT

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Project	N/A		\$263M-386M	\$308-515M
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				N/A 

* Project will work within the annual budget constraints until Life of project (LOP) is established. The goal is to use CM/GC process to reduce forecasted project costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Summer 2027	Summer 2027
	Variance from Original:		N/A	N/A 
Variance from Revised Schedule:			N/A 	

** Current Forecast is Metro's Internal Schedule, Baseline schedule is not yet approved at time of update.



North Hollywood to Pasadena BRT

Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

Updates

Design is 25% complete.

- Environmental Impact Report (EIR) Approved April 2022
- Program Management Support Service (PMSS) awarded in March 2024
- Architect & Engineering (A&E) contract awarded in May 2024
- Construction Manager/General Contractor (CM/GC) Proposals received in April and are being evaluated

Equity

- 60% of the project is within or adjacent to Equity Focus Communities



Project Map



View of Vineland Ave / Lankershim Blvd







Operational Projects

- **North San Fernando Transit Corridor Project**

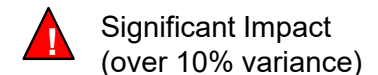
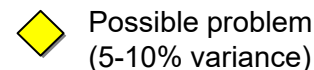
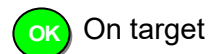


NSFV Transit Corridor Project

BUDGET				
		Approved LOP	Previous Period	Current Forecast
		\$180M	\$180M	\$180M
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%) 
Variance from Revised Budget:			\$0 	

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	Summer 2025	N/A	Summer 2026	Summer 2026
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	

*Project elements delivered incrementally. Likely, last elements to be completed are expected to be ZEB and charging



NSFV Transit Corridor Project

Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

Updates

- **Roscoe BI Bus Priority Lanes**
 - 100% design approved by City
 - Installation by City of LA started June 24 for completion in Q2 FY25
- **All Door Boarding**
 - 200 pilot BMVs testing in Q3-Q4 FY24
 - 2,900 BMVs for delivery and install by end of FY25 (incl. 330 for NSFV)
- **Bus Bulbs (82 locations)**
 - Contract Modification for design services to Board for approval Sep 2024.
 - Design to begin in Q2 FY25
- **5 Key Transfer Locations**
 - Contractor collected data in Q4 FY24
 - Design to be finalized and construction to begin in FY25
- **Bus Shelters**
 - Construction and installation agreement for 393 shelters executed 10/2023
 - Installations expected to begin by Q2 FY25 by StreetsLA
- **Transit Signal Priority (7 Corridors)**
 - 35% design
 - Installation to begin Q2 FY25
 - Completion by Q4 FY25
- **75 Battery Electric Buses + Charging**
 - Included under current ZEB procurement issued April 20, 2024. Award Q4 FY25
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
 - Implementation of first phase June 2024. More improvements by end of FY25
- **Equity**
 - 42% of the project improvements are located within or adjacent to Equity Focus Communities



Rendering of an improved stop on Nordhoff/Lindley



Measure M Independent Taxpayer Oversight Committee

Transit Projects Update October 3, 2024

Allison Yoh

Deputy Chief Planning Officer (Interim)



Measure M Transit Projects



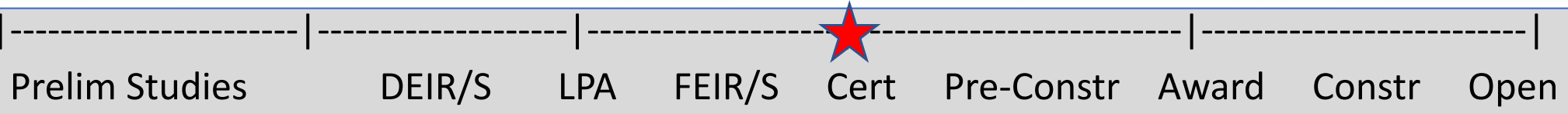
> Major Pillar Projects

- (1) Southeast Gateway Line
- (2) C Line Extension to Torrance
- (3) Sepulveda Transit Corridor
- (4) Eastside Transit Corridor Phase 2

> Other Projects in Planning

- Vermont Transit Corridor
- K Line Northern Extension

Southeast Gateway Line



Current Phase	Most Recent Cost Estimate
EIR Certified EIS per FTA	IOS - \$7.1B (YOES, forecast completion 2035)

Recent Activities

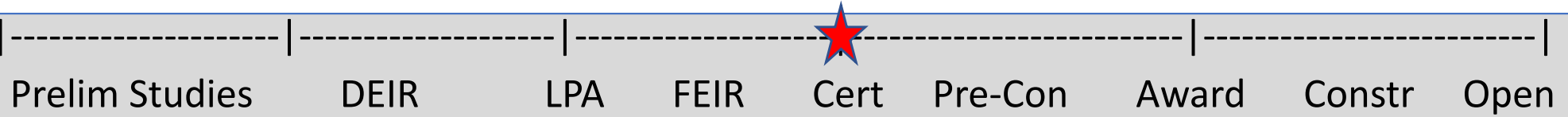
- April 2024: Board certification of Final EIR (CEQA action), approval of FLM plan, release of CMGC RFP
- June/July 2024: Development of RFP for ROW consultant to the bench and work with cities on 3% contribution
- August: Record of Decision (ROD) from FTA (NEPA Action)

Next Actions

- Continue monthly coordination with FTA Project Management Oversight Committee (PMOC)
- Winter 2024: Completion of New Starts Project Development activities and request to enter Project Engineering and request a CIG rating
- Fall/Winter 2024: Present Slauson/A Line to LAUS study findings to the Board



Eastside Transit Corridor Phase 2



Current Phase

Most Recent Cost Estimate

EIR Certified
(NEPA TBD)

IOS - \$7.9B
(2031\$, midpoint of construction)

Recent Activities

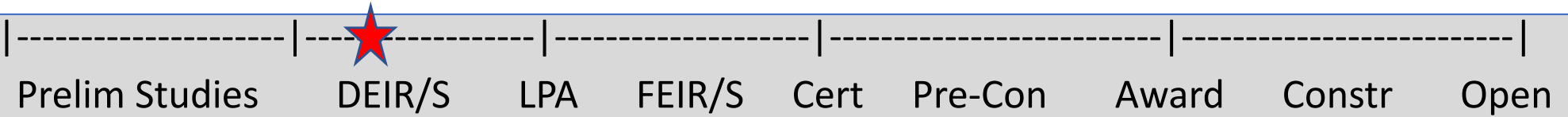
- May 2024: Board certified EIR (CEQA action)
- Coordination with City of Montebello and stakeholders on right-sizing of MSF
- Ongoing coordination with corridor cities on 3% contribution, FLM, co-operative agreements, geotechnical investigations and utilities
- Sept 2024: Board action on contract modification for 30% design (Preliminary Engineering)



Next Actions

- Continue to coordinate with FTA on NEPA and entry into Project Development phase
- Continue developing project schedule and project delivery scenarios

Sepulveda Transit Corridor



Current Phase	Most Recent Cost Estimate
Draft EIR	\$5.7B (2015\$)

Recent Activities

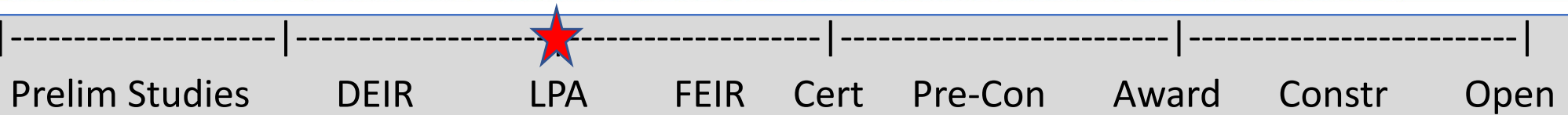
- Screening out 1 of 6 alternatives
- Continuing progress on environmental technical analysis supporting Draft EIR
- Development of cost and funding information

Next Actions

- Continue preparation of Draft EIR
- Continue development of outreach plan
- Draft EIR release anticipated early 2025



C (Green) Line Extension to Torrance



Current Phase	Most Recent Cost Estimate
Final EIR	\$2.2B (2031\$, midpoint of construction)

Recent Activities

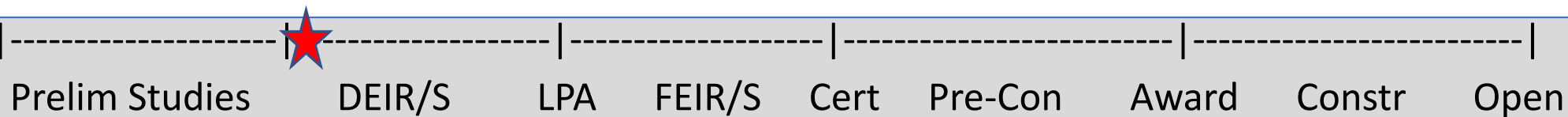
- May: Board selection of LPA
- Preparation of Final EIR under CEQA
- Completion of studies to respond to public comments on ROW and Hawthorne Blvd alignments
- Development of communications plan

Next Actions

- Continue to prepare Final EIR
- Conduct studies to respond to public comments on ROW and Hawthorne Blvd alignments
- Continue to refine cost estimates and funding plan for Locally Preferred Alternative (LPA)



Vermont Transit Corridor



Current Phase

Environmental

Most Recent Cost Estimate

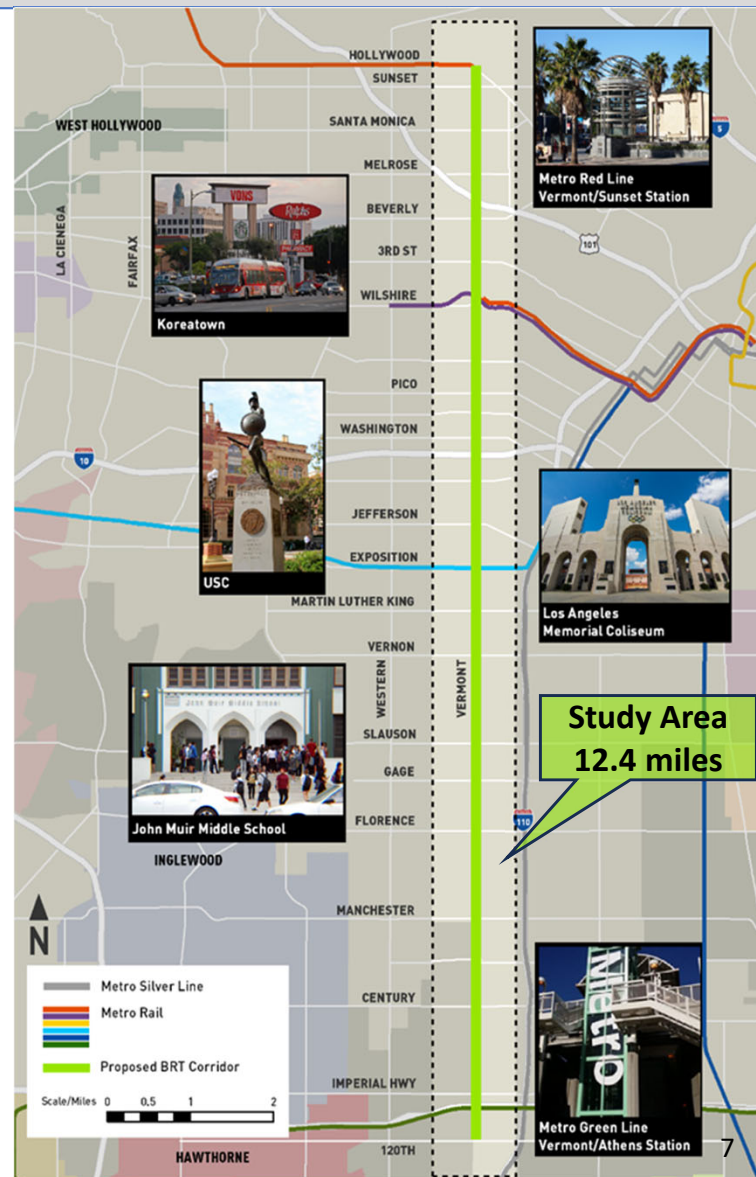
\$425M (2015\$)

Recent Activities

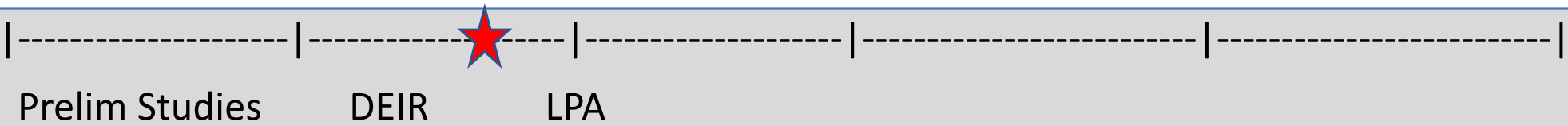
- May/June 2024 – Held 7 design workshops
 - Received community input on BRT and station design
 - Over 600 attendees
- Meetings with elected officials, Neighborhood Councils, CBOs, and other key stakeholders on corridor
- Ongoing project coordination with both City and County of LA

Next Actions

- Preparation of materials for abbreviated CEQA review. Prepare business case for the Project.
- Fall 2024 – Develop Advanced Conceptual Engineering (ACE) drawings



K Line (Crenshaw) Northern Extension



Current Phase **Most Recent Cost Estimate**

EIR

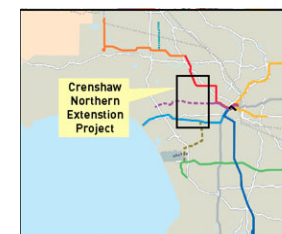
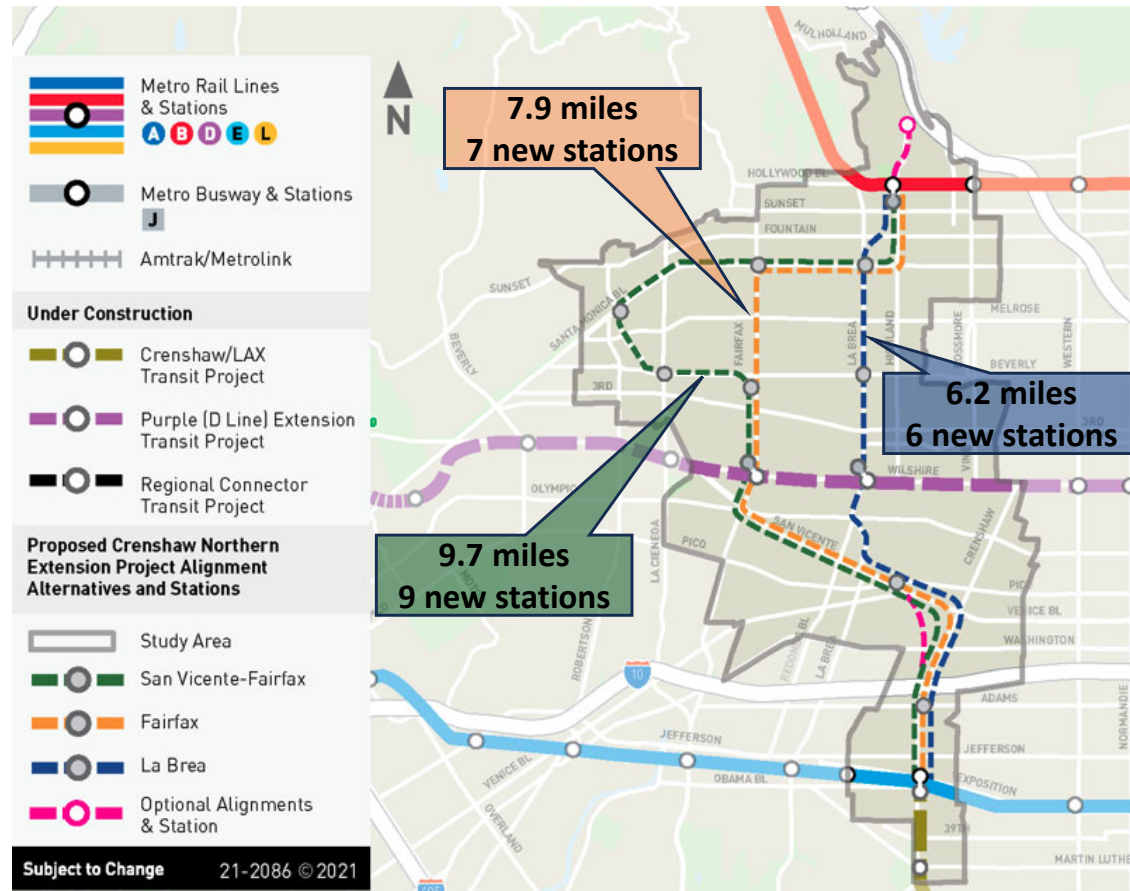
\$2.24B (2015\$)

Recent Activities

- July 23, 2024: Draft EIR released for public review and comment
- Aug 10, 13, 15: Public hearings
 - 2 in-person, 1 virtual
 - Over 300 attendees
 - Themes: support for project, concerns about tunneling, historic homes
 - Lafayette Square additional meeting

Next Actions

- Sept 20: End 60-day comment period
- Develop staff recommendation for LPA based on environmental analyses, community input, project benefits, cost, funding



High Desert Corridor Project Joint Powers Authority

High Desert Corridor (Request from MMITOC Meeting of June 5, 2024)

- Metro's FY25 annual budget includes support for
 - Service Development Plan (Metro)
 - Environmental analysis (HDC JPA)
 - Technical reviews of CHSRA and Brightline engineering data (HDC JPA)
- Metro is leading the Service Development Plan in partnership with HDC and the Federal Railroad Administration (FRA)
- There is no private sector nexus currently



Measure M Independent Taxpayer Oversight Committee

Complete Streets & Highway Project Updates

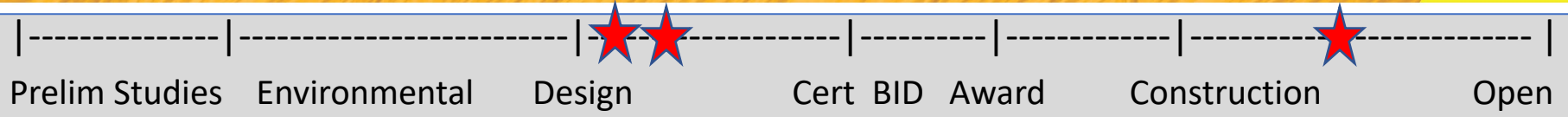
Michelle E. Smith

Executive Officer, Complete Streets & Highways

October 2024

State Route 71 South Gap Closure Project

(Interstate 10 to the San Bernardino County Line)



Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$148.10M	\$80M
Design (Phase 2)	\$50.40M	\$23.2M

Purpose and Scope

- **Caltrans-managed** construction project that adds one HOV lane and one mixed-flow lane in each direction along SR-71 between Interstate 10 and the San Bernardino County Line.
- Project was split into two Phases in 2019.

Status

- South Segment (Phase 1) -- Construction is 63% complete. ★
- North Segment (Phase 2) -- Design to resume with Measure M funds. Construction funding gap estimate is \$259M. ★ ★

Multimodal Elements

- HOV lanes will encourage carpool, vanpool and transit (bus) usage, replace structurally deficient and non-ADA compliant pedestrian overcrossing, and reconstruct 2 railroad overpasses to meet new standards and facilitate more goods movement.



Phase 1 Challenges

- Resolve construction schedule delays and outstanding claims prior to contract acceptance in October 2025.



2 Phase 2 Challenges

- Utility and railroad coordination could delay schedule.

SR-57/SR-60 Interchange Improvements



Current Phase	Phase Budget	Phase Spent To Date
Construction	\$296.4M	\$50.3M

Purpose and Scope

- Major operational/safety improvements including grade separation of Grand Ave eastbound off-ramp.
- Construction led by the San Gabriel Valley COG** with Metro and Caltrans oversight.

Multimodal Elements

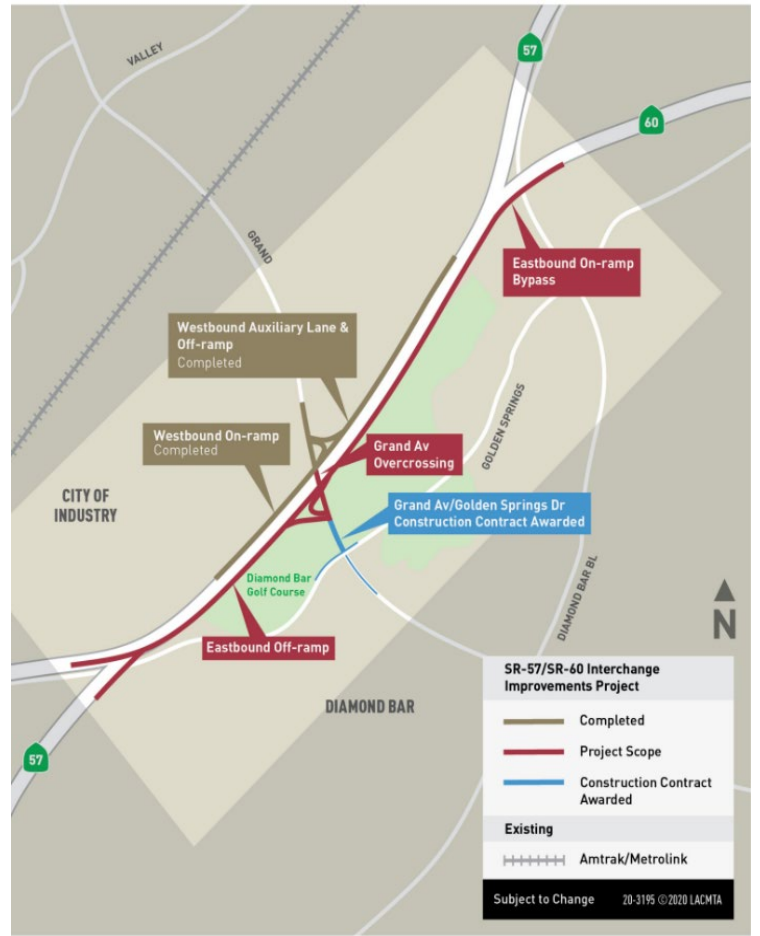
- Project includes improvements to local bridge, sidewalk and bicycle facilities.

Status

- Opened the Diamond Bar Gold Course on April 20th, 2024.
- Construction contract progress -18.85% completed as of September 2024. Construction completion expected in Summer 2028.

Challenges

- Timely reviews, approvals and coordination with Third Parties (affected local agencies and utility company- SCE).



I-405 South Bay Curve Improvements (I-105 to Artesia Boulevard- Auxiliary Lanes)



Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans Right-of-Way to reduce collisions (rear end, sideswipe, broadside) attributed to existing weaving/lane change conflicts.
- **Metro leading design phase.**

Multimodal Elements

- Pedestrian/bicycle facilities and transit stops to be studied.
- High visibility crosswalks, pedestrian flashing beacons, and cyclist signage.

Status

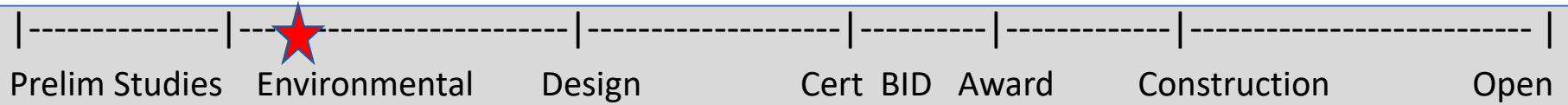
- Environmental Document completed and approved.
- 95% design plan submittal expected in Summer 2024.

Challenges

- Close construction funding gap estimated to be \$108M.



I-405 South Bay Curve Improvements (I-110 to Wilmington Avenue – Auxiliary Lanes)



Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on and off ramp locations.
- Provide northbound and southbound auxiliary lane improvements between freeway on/off ramps within Caltrans Right-of-Way to reduce collisions (rear end, sideswipe, broadside) attributed to existing weaving/lane change conflicts.
- **Metro leading environmental phase.**

Multimodal Elements

- Project will include ramp termini improvements (e.g., continental crosswalks, leading pedestrian intervals, bike boxes, etc.)

Status

- Environmental phase started in September 2023 and is expected to be completed in early 2027.
- Two (2) Project Scoping meetings in Carson scheduled for 9-17-2024 (virtual) and 9-19-2024 (in-person).

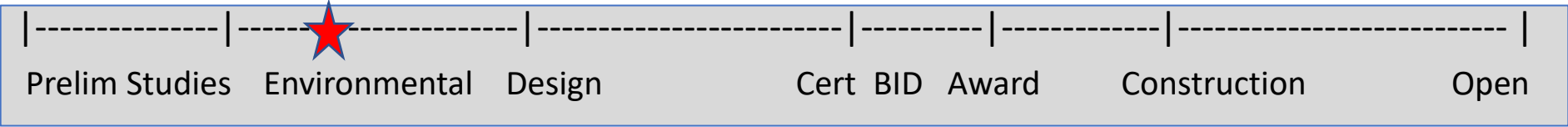


Challenges

- Construction phase is not fully funded.



SR-14 North Los Angeles County Safety & Mobility Improvements – (Newhall Avenue Undercrossing to Pearblossom Highway)



Purpose and Scope

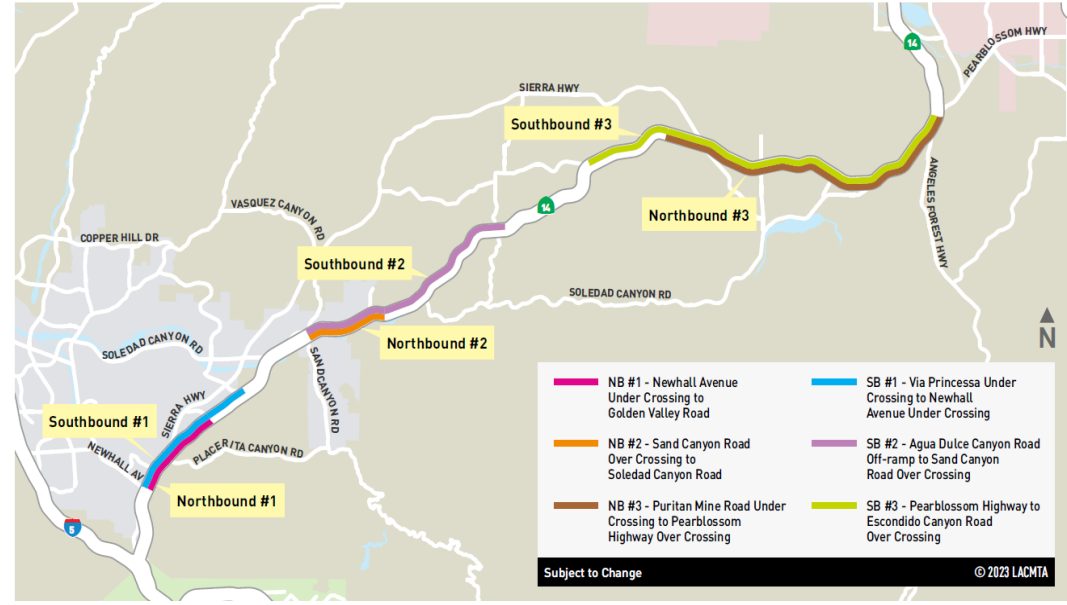
- Evaluate lane reconfigurations where there are gaps, ramp realignments and structural (bridge) widenings, retaining wall construction and drainage modifications.
- Address traffic safety concerns that exceed statewide average incident rates.
- Improve safety, address geometric deficiencies and VMT goals, and minimize impacts to human, physical and biological environments.
- **Metro leading environmental phase.**

Multimodal Elements

- Environmental document to evaluate multimodal elements (commuter rail, bike, pedestrian improvements).

Status

- Preparation of the environmental process is underway and expected to be completed in Summer 2026.
- September 2024 Project Scoping meetings postponed to allow more time to coordinate with agency partners.



Challenges

- Consensus on VMT analysis and potential mitigation required.





Board Report

File #: 2024-0483, File Type: Oral Report / Presentation

Agenda Number: 7.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE OCTOBER 3, 2024

SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Measure M Active Transportation, programmed revenues, and uses to support discussion on the effective and efficient use of funds.

ISSUE

To support the discussion for the effective and efficient use of funds, this quarterly presentation provides the committee with the status of Metro activities in active transportation related to Measure M projects including the LA River Waterway & System Bike Path, the Metro Active Transport Program, Multi-Year Subregional Program, and the First/Last Mile Program.

EQUITY PLATFORM

The Measure M related activities for active transportation include the Active Transportation Strategic Plan (ATSP) and subsequent Metro Active Transport, Transit and First/Last Mile (MAT) Program, as well as two projects in the Measure M Expenditure Plan that will connect the pathway along the Los Angeles River. Metro also engages in First/Last Mile planning for the benefit of communities with existing and future major transit stops. Equity is built into Metro's approach to all of these activities.

The 2023 ATSP identified and prioritized a regional active transportation network based on criteria including overlap with Equity Focus Communities (EFC). Projects on the ATSP regional network are eligible for funding from Cycle 2 of the MAT Program. MAT Cycle 2 project applications will also be evaluated based on factors including robust participation of Community-based Organizations (CBO). Projects that were submitted for Cycle 1 of the MAT Program in 2020 were given bonus points for location within EFCs and all selected projects that are being developed using Cooperative Agreements with Metro include CBO participation.

The LA River Project - Central City section directly serves seven EFC Census Tracts in the Central Los Angeles communities of Lincoln Heights, Chinatown, and Boyle Heights and is close to many others. Approximately 23% of the population in this area lives in poverty and more than 22% of the working-age population does not use automobiles as a primary mode of transportation. This path will not only be used for recreational purposes for the betterment of public health but also serve as a low-cost transportation option for those who have limited car ownership. The LA River Project - San Fernando Valley section directly serves two EFCs in the community of Reseda. It is being delivered by the City of Los Angeles.

Prepared by:

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Reviewed by: Ray Sosa, Chief Planning & Development Officer, (213) 547-4274



Metro is making it easier to walk, bike, and roll.

ACTIVE TRANSPORTATION UPDATES

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

OCTOBER 3, 2024



LA River Waterway & System Bike Path (Central Cities)

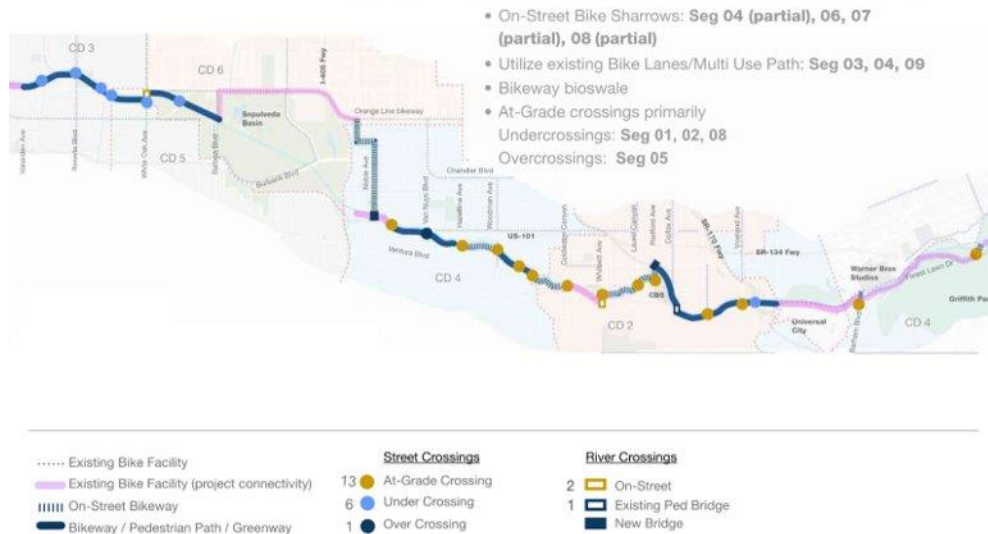
Prelim Studies DEIR **★** LPA FEIR Cert Pre-Con Award Constr Open

- > Project Environmental Clearance and Design led by Metro
- > Environmental and Design Progress
 - Currently in Draft EIR phase (30% design completed on all alternatives)
 - Selection of a single alternative and start of 60% design (subject to comments from both USACE and LADWP)
- > Recent coordination meetings with LA County Public Works and USACE
- > Potential to phase the project by segment
- > Agreements with Third Parties
 - MCA with the City of Vernon likely to be revised as result of LA County Public Works coordination
 - Agreements needed with the County and City of LA, LADWP, Railroads, and Caltrans
- > O&M lead and Construction Entity, yet to be determined



Complete LA River Bike Path (San Fernando Valley)

- > LA Bureau of Engineering is Lead Agency
- > 13 miles of bikeway gap closures
 - 9 segments from Vanalden Ave to Forest Lawn Dr
 - Design to be complete by 2027; Construction to be complete by 2029
- > \$60M in Measure M funding; funding agreement executed in June 2024
- > City of LA awarded an additional \$34M in ATP funding and seeking remaining funding
- > City of LA anticipates construction between FY 2025 and FY 2029
- > Per Metro Board direction, City to assume all phases of development, including operations and maintenance (in partnership with US Army Corps of Engineers)



Project Corridor Map



Segment of LA River Bike Path completed in 2014

Metro Active Transport Program



- Active Transportation Corridor Projects**
- 1 Avalon/MLK/Gage
Los Angeles
 - 2 Randolph
Commerce
 - 3 Redondo Beach Blvd
Redondo Beach
 - 4 1st-Riggin-Potrero Grande
Monterey Park
 - 5 Huntington-Main/Fremont
South Pasadena
- First/Last Mile Projects**
- 1 Hollywood/Highland
Los Angeles
 - 2 Hollywood/Vine
Los Angeles
 - 3 East LA Civic Center
Los Angeles County
 - 4 Aviation/LAX
Los Angeles
 - 5 26th St/Bergamot
Santa Monica
 - 6 Sepulveda
Los Angeles
 - 7 Slauson
Los Angeles County
 - 8 Western/Slauson
Los Angeles
 - 9 Culver City
Culver City
 - 10 Downtown Long Beach
Long Beach
 - 11 Santa Monica/La Brea
West Hollywood

> \$63.1M approved in 2021 for Cycle 1

Map ID	FLM Projects	Completion (est.)
1	Hollywood/Highland	2026
2	Hollywood/Vine	2026
3	East LA Civic Center **	2027
4	Aviation/LAX**	2029
5	26th St/Bergamot	2026
6	Sepulveda**	2028
7	Slauson	2027
8	Western/Slauson**	2028
9	Culver City * **	2025
10	Downtown Long Beach	2028
11	Santa Monica/La Brea (W. Hlwd)*	2025

Map ID	AT Corridor Projects	Completion (est.)
1	Avalon/MLK/Gage**	2026
2	Randolph ATC	2026
3	Redondo Beach Blvd**	2027
4	1st-Riggin-Potrero Grande	2026
5	Huntington-Main/Fremont ATC	2027

*Under Construction
**Metro is leading early design

> Cycle 2 Solicitation

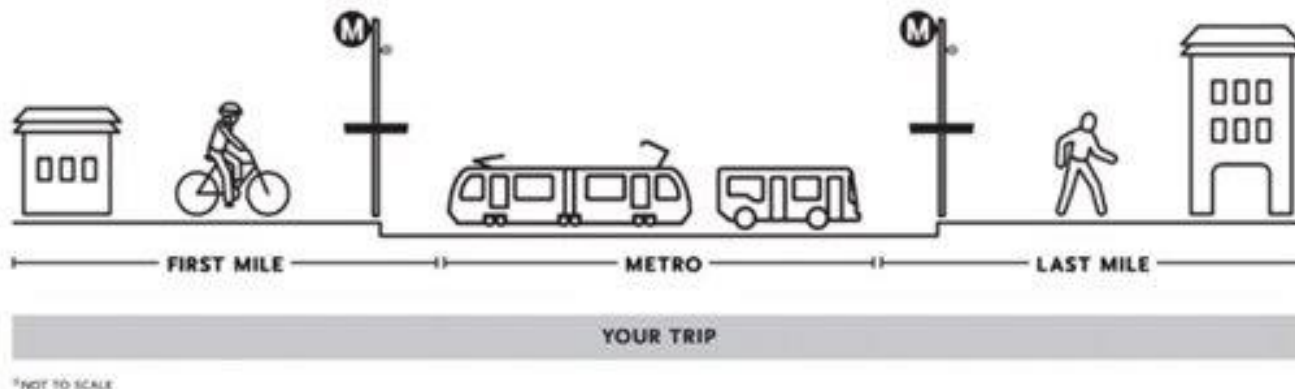
- Applications Due Winter 2024
- \$75 million anticipated to be available
- EFCs are fully integrated into project prioritization, and will prioritize projects with CBO participation

Metro Active Transport Program Cycle 1 Projects (approved in 2021)



First/Last Mile Program

- > FLM improvements expand the reach of transit, enhance safety, enhance the customer experience for transit riders and count toward the Measure M 3% contribution requirement for local jurisdictions with rail transit projects.
- > FLM Plans Currently in Progress and Commencing Soon:
 - Eastside Phase 2 (complete fall 2024)
 - North Hollywood to Pasadena BRT (underway, complete mid 2025)
 - C Line Extension (early 2025)
- > FLM planning uses a consistent, intentional community engagement process that centers the needs and voices of transit riders and marginalized communities
- > Metro has an established track record of CBO partnership on FLM plans/projects
- > Metro prioritizes discretionary resources (e.g. MAT program) to projects serving the greatest needs



Thank you



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