



Metro

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Agenda - Final

Wednesday, June 1, 2022

10:30 AM

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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

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.

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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)*

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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** [2022-0349](#)
RECOMMENDATION
RECEIVE remarks by the Chair.
2. **SUBJECT: REMARKS BY THE CHIEF EXECUTIVE OFFICER** [2022-0348](#)
RECOMMENDATION
RECEIVE remarks by the Chief Executive Officer.
3. **SUBJECT: MINUTES** [2022-0350](#)
RECOMMENDATION
APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 2, 2022.
Attachments: [MINUTES - Measure M March 2, 2022](#)
4. **SUBJECT: ORAL REPORT ON BUDGET - SERVICE LEVELS** [2022-0325](#)
RECOMMENDATION
RECEIVE Oral Report on Budget - Service levels.
Attachments: [Attachment A - Budget Updates - Service Levels](#)
5. **SUBJECT: ORAL REPORT ON LOCAL RETURN** [2022-0326](#)
RECOMMENDATION
RECEIVE Oral Report on Local Return.
Attachments: [Attachment A - Local Return Update](#)
6. **SUBJECT: ORAL REPORT ON STATE OF GOOD REPAIR** [2022-0327](#)
RECOMMENDATION
RECEIVE Oral Report on State of Good Repair.
Attachments: [Attachment A - State of Good Repair](#)
7. **SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECT** [2022-0328](#)
RECOMMENDATION
RECEIVE Oral Report on Transit and Highway Project.

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

8. **SUBJECT: ORAL REPORT ON ACTIVE TRANSPORTATION** [2022-0329](#)

RECOMMENDATION

RECEIVE Oral Report on Active Transportation.

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

SUBJECT: GENERAL PUBLIC COMMENT [2022-0347](#)

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 #: 2022-0350, **File Type:** Minutes

Agenda Number: 3.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 1, 2022

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 2, 2022.



Virtual Online Meeting

MINUTES

Wednesday, March 2, 2022

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: 10:30 A.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR

2022-0073

RECEIVED remarks by the Chair.

Chair Briskman asked staff to work with Vice Chair Campbell for the rotation of leadership for the next meeting. She also stated that the agenda is heavy and to get through it in a timely fashion, Directors should be succinct with their comments.

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

2. SUBJECT: MINUTES

2022-0074

APPROVED Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held December 1, 2021.

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

3. SUBJECT: MEASURE M AUDITS OF FISCAL YEAR 2021

2022-0086

RECEIVED and FILED the Independent Auditor’s Report on:

- A. Schedule of Revenues and Expenditures for Measure M Special Revenue Fund for the Fiscal Year ended June 30, 2021, completed by BCA Watson Rice, LLP (BCA);
- B. Compliance with Requirements Applicable to Measure M Ordinance and Measure M Local Return Guidelines for the Fiscal Year ended June 30, 2021, completed by Vasquez & Company, LLP (Vasquez); and
- C. Compliance with Requirements Applicable to Measure M Ordinance and Measure M Local Return Guidelines for the Fiscal Year ended June 30, 2021, completed by Simpson & Simpson, CPAs (Simpson).

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

Regarding the Independent Auditor's Report by Vasquez & Company, LLP, Director Amparano asked if it is a procedural misstep when a city spends money without Metro's approval and if the city is aware of the misstep to which staff confirmed. Additionally, staff stated that cities have improved, and these small missteps are how uniformity in reporting out across all cities occurs.

Regarding the Independent Auditor's Report by Simpson & Simpson, CPAs, finding that timesheets were filled out and approved many months late, Director Stanger asked if Metro tracks timesheets beyond 1-year prior and if there is mechanism to force compliance. Staff responded that although this is a repeat finding, they are working with the city to ensure the forms are certified within the appropriate timeframe. To force compliance, Metro can withhold funds until the city complies. To confirm an appropriate system is in place before the annual audit, an audit would take place at the city's expense.

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

4. SUBJECT: ORAL REPORT ON BUDGET

2022-0079

RECEIVED Oral Report on Budget.

Chair Briskman inquired how increased energy costs will affect projects. Staff responded that for projects that have yet to begin, increased energy costs will be considered. For projects already started, staff continues to work with the contractors to mitigate the increases.

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

5. SUBJECT: ORAL REPORT ON LOCAL RETURN

2022-0080

RECEIVED Oral Report on Local Return.

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

6. SUBJECT: ORAL REPORT ON STATE OF GOOD REPAIR

2022-0081

RECEIVED Oral Report on State of Good Repair.

Director Stanger commented that the miles of heavy and light rail tracks highlighted in the report are the same sections of track that were highlighted in last year's report. He asked if the tracks were the same or if they equal the same milage of track. Staff responded that typically the tracks are in different areas. Occasionally there are slow zones that remain in place while the engineering group is resolving an issue. Also, there has been an increase in fence cutting in areas of encampments that are located across the right of way. As soon as the fence is repaired, another section of the fence is cut. There are a lot of intrusion issues which affects the slow zones because the train must slow down when there are encroachments.

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

7. SUBJECT: ORAL REPORT ON CONSTRUCTION MARKET ANALYSIS 2022-0120

RECEIVED Oral Report on Construction Market Analysis.

Director Amparano asked if what was presented in the report will be applied to ongoing projects because there is a more direct application process for projects that have yet to go to bid as it is expected that the bids will increase. He also asked if staff has begun an analysis around the escalation of ongoing projects and established budgets. Staff responded that current contracts are under fixed priced contracts that were bid on 10 years ago. Metro is looking at the escalation rates on projects that are in development. Currently, there are no bids out for construction. The Metro Board directed staff in a motion during February's Board Meeting to go back and factor these situations into all future projects.

Director Briskman asked if undo delays are due to the inability to acquire skilled labor. Staff responded that a contributing factor in delays of construction production lack of staffing and finding qualified people. Staff is hoping to expand the WIN LA program to include the construction industry. Also like to partner with outside Unions (Orange County, Ventura, San Bernardino etc.) to tap into that labor source. The need will be exasperated due to the upcoming Olympics.

Director Tanzmann commented that a major factor in our industry is how the estimated costs are being prepared. The impacts will revolutionize the greater look ahead on global environmental issues and the kinds of actions the industry will need to take. Metro should be prepared for another overlay factor. Consider trends dealing with all environmental issues.

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

8. SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECT 2022-0082

RECEIVED Oral Report on Transit and Highway Project.

Director Amparano asked for clarification of FGA Revenue Schedule Date and Metro's Master Schedule with regards to the Purple Line.

Staff clarified that one date is being held for revenue service and the other is for the full funding grant agreement date. The 21 months afloat is to the FTA full funding grant agreement date not to our projected agreement date.

Director Amparano also commented on the Airport Connector. He asked for clarification regarding TCP possibly being delayed if access is not provided in March.

Staff responded that Walsh Shea agreed to a completion date of March 15th. Metro will then have full access to the Crenshaw/LAX Line.

Director Amparano requested the SR 70 gap status reports be provided to the committee.

Staff will coordinate with Cal Trans to provide the report.

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

9. SUBJECT: ORAL REPORT ON ACTIVE TRANSPORTATION 2022-0083

RECEIVED Oral Report on Active Transportation.

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

Next meeting tentatively scheduled for June 1, 2022.

ADJOURNED AT 12:15 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2022-0325, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 1, 2022**

SUBJECT: ORAL REPORT ON BUDGET - SERVICE LEVELS

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Budget - Service levels.

**Summary COVID-19 Impacts:
Countywide Bus Transit Service Levels
and
Ridership
Through June 2021**

Measure M Independent Taxpayer Oversight Committee
June 2022

COVID-19 Impacts on Service Provided

- Over the 2-year period, FY's 20 and 21, Service provided by Metro and the Municipal Operators, as measured by Vehicle Service Miles, declined just over 20% for an aggregate reduction of 23.4 million service miles.
- Service reductions were not however implemented proportionately across the region.
 - Operator implemented service changes ranged from:
 - (0.2%) and (1.8%), LADOT and Foothill Transit respectively to
 - (71%) for Claremont
 - The majority of operator reductions ranged from (20%) to (40%)

COVID-19 Impacts on Service Provided

Operators	Vehicle Service Miles			COVID-19 Period Impacts	
	FY19	FY20	FY21	Change in Service Miles	% Change
Antelope Valley	3,233,545	2,997,783	2,612,827	(620,718)	-19.2%
Arcadia	254,164	238,712	199,285	(54,879)	-21.6%
Claremont	43,100	25,000	12,460	(30,640)	-71.1%
Commerce	417,646	345,645	265,067	(152,579)	-36.5%
Culver City	1,550,357	1,443,712	1,343,654	(206,703)	-13.3%
Foothill	11,270,832	11,006,341	11,067,664	(203,168)	-1.8%
Gardena	1,576,361	1,356,446	898,337	(678,024)	-43.0%
LADOT Local/Express	3,281,706	3,122,438	3,276,423	(5,283)	-0.2%
La Mirada	65,827	49,022	34,431	(31,396)	-47.7%
Long Beach	7,055,099	6,062,758	4,812,562	(2,242,537)	-31.8%
Montebello	2,228,298	1,826,776	1,524,218	(704,080)	-31.6%
Norwalk	998,195	996,249	776,472	(221,723)	-22.2%
Redondo Beach DR/MB	426,000	393,758	350,251	(75,749)	-17.8%
Santa Clarita	2,874,288	2,616,257	2,050,130	(824,158)	-28.7%
Santa Monica	4,928,000	4,352,000	3,655,755	(1,272,245)	-25.8%
Torrance	1,696,600	1,497,900	1,446,281	(250,319)	-14.8%
Metro Bus Ops.	72,792,000	66,279,000	56,982,000	(15,810,000)	-21.7%
Total	114,692,018	104,609,797	91,307,817	(23,384,201)	-20.4%



COVID-19 Impacts on Service Consumed

- Over the 2-year period, FY's 20 and 21, Service consumed and provided by Metro and the Municipal Operators, as measured by Unlinked Passenger Trips (UPT), declined just over (46%) for an aggregate reduction of (167.3) million passenger trips.
- 12 operators in the region experienced declines in excess of (50%)with the smallest relative loss being Long Beach Transit at (39.3%)

COVID-19 Impacts on Service Consumed

Operators	Unlinked Passenger Trips			COVID-19 Period Impacts	
	FY19	FY20	FY21	Change in UPTs	% Change
Antelope Valley	2,301,868	1,947,026	914,281	(1,387,587)	-60.3%
Arcadia	77,743	60,035	17,809	(59,934)	-77.1%
Claremont	26,500	20,000	7,114	(19,386)	-73.2%
Commerce	455,961	323,415	114,472	(341,489)	-74.9%
Culver City	4,600,876	3,388,031	1,692,993	(2,907,883)	-63.2%
Foothill	12,053,307	9,862,939	6,099,989	(5,953,318)	-49.4%
Gardena	2,920,856	2,389,962	1,197,912	(1,722,944)	-59.0%
LADOT Local/Express	17,690,763	13,209,941	8,561,969	(9,128,794)	-51.6%
La Mirada	43,686	32,326	11,555	(32,131)	-73.5%
Long Beach	23,248,158	18,388,096	14,113,352	(9,134,806)	-39.3%
Montebello	5,328,407	3,920,619	1,962,879	(3,365,528)	-63.2%
Norwalk	1,427,804	1,168,297	700,892	(726,912)	-50.9%
Redondo Beach DR/MB	366,810	288,912	166,176	(200,634)	-54.7%
Santa Clarita	2,565,484	2,030,892	1,474,984	(1,090,500)	-42.5%
Santa Monica	12,536,000	10,286,000	5,027,105	(7,508,895)	-59.9%
Torrance	3,620,000	3,131,000	1,873,197	(1,746,803)	-48.3%
Metro Bus Ops	273,747,410	227,571,987	151,791,838	(121,955,572)	-44.6%
Total	363,011,633	298,019,478	195,728,517	(167,283,116)	-46.1%

Issues/Questions on COVID-19 Impacts

- FY 21 appears to be the “bottoming” of service reductions and is used as the baseline for FY23 Local and State revenue allocations
- Over what period length will ridership return to pre-pandemic levels?
- Has there been a fundamental shift in commuting requirements with the advent of Work-From-Home opportunities?
- What role will the discretionary/intermittent rider play in future service growth and transit planning?



Metro

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

Board Report

File #: 2022-0326, **File Type:** Oral Report / Presentation

Agenda Number: 5.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 1, 2022**

SUBJECT: ORAL REPORT ON LOCAL RETURN

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Local Return.

Measure M Local Return

July 2020 update



Susan Richan and Chelsea Meister,
Local Programming

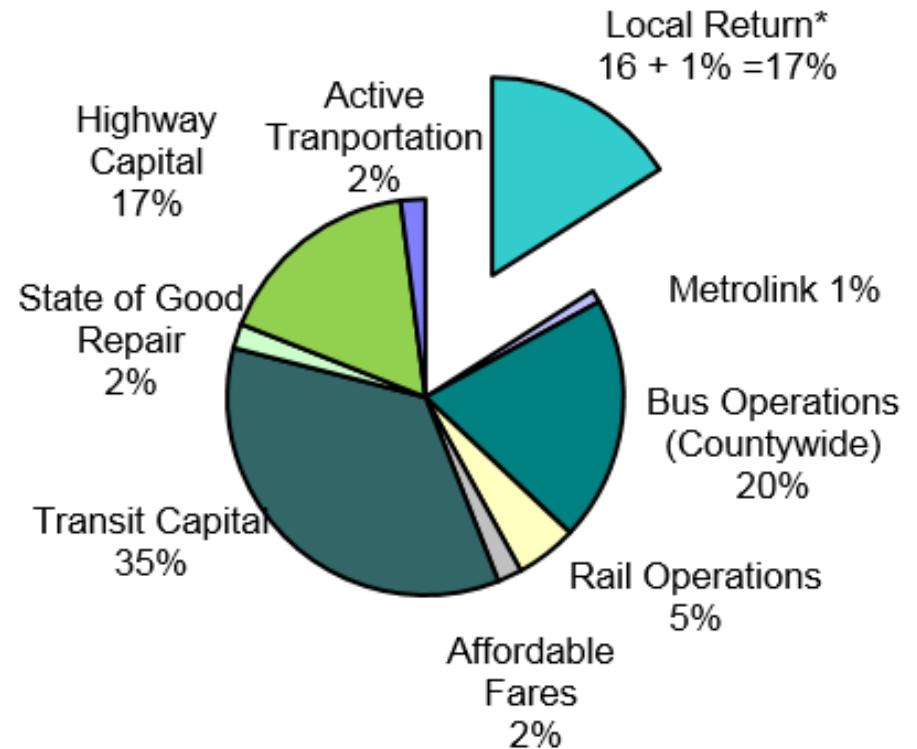


Local Return (LR) – Measure M

- 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

THANK YOU!

Questions?

Susan Richan

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Metro

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

Board Report

File #: 2022-0327, **File Type:** Oral Report / Presentation

Agenda Number: 6.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 1, 2022**

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



Metro®

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.*



Metro

TAM Inventory Database Overview

- Asset Inventory Database Statistics – as of Nov. 2021 NTD update
 - 27,897 asset records tracking over 500,000 assets
 - \$20.1B Asset Replacement Value (FY22\$)
 - \$25.5 B SGR needs over 40 years (FY22\$)
 - \$2.1B Current Backlog (FY22\$)
- ETAM Preparing to Report data through 6/30/2022 into National Transit Database (NTD) by 10/31/2022 deadline
 - 16 reports regarding asset inventory
 - Annual TAM Narrative Report
 - NTD A90 report - Performance Measure Targets
 - TAM Plan 2022 update
 - Group TAM Plan update
- Next NTD update due is October 31, 2022

Performance Measures - Definitions

- **Infrastructure** *Performance*
% of guideway directional route miles with performance restrictions (slow zones) by Heavy Rail and Light Rail
- **Rolling Stock** *Age*
% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
- **Equipment** *Age*
% of non-revenue vehicles met or exceeded their Useful Life Benchmark (ULB)
- **Facilities** *Condition*
% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale
(1=Poor to 5=Excellent)



Metro

Federal Transit Administration (FTA) Reporting Requirements FY21

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

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

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

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



Metro

FTA TAM Requirements - Accomplished

Support Implementation of new Enterprise Asset Management System (EAM)

- ETAM staff participating as Sponsor and Subject Matter Expert (SME) to implement EAM System Integration (SI) Phase II – awarded October 2021.
- Support EAM project for duration of approximate 3-year contract to help ensure success. Currently in Business Process Review (BPR) phase of project.
- Coordinate with EAM team for a process to “on board” new assets acquired from new capital projects. Must report new assets “in service” to the FTA.

Continued Condition Assessments:

- Structures (Inspections) – In contract year 3 of 5, continued coordination of track allocation to gain access to tunnels and bridges to complete 73 of 74 inspections to date this fiscal year. Reports being reviewed and finalized.
- Fire Life Safety Systems – continue to review contractor’s deliverables and press contractor for quality recommendation reports for contract completion by end of FY22.

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

- In compliance with Public Transportation Agency Safety Plan (PTASP), shared results of structures inspections with Operations for scheduling repairs. Quarterly requirement.
- Completed 120 of 140 scheduled facilities assessments in FY22 to comply with 4-year cycle of Facilities condition reporting into the NTD.



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Transit Asset Management - Next Steps

Award next 4-year cycle of FTA required Facilities Condition Assessments

- Awarded May 2022
- Start coordination for Condition Assessments

Provide input on development of SGR Capital Projects for FY23 Budget

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

October 31, 2022 - FTA TAM Rulemaking compliance deadline:

- May - Group TAM Plan - coordinate with 33 sub-recipient transit agencies who are verified participants to start to gather pertinent information including changes from last year.
- June – Send reminder to all asset stakeholders to remind them to prepare for RY22 data collection and 6/30/2022 cutoff.
- July - Collect data from Operations' asset managers to update asset information
- August – Validate information with asset owners
- September – Formulate Performance Measures and Targets information, Written Narrative
- October – Receive Executive Approval to upload Performance Target data
- Upload data into National Transit Database (NTD) for multiple (16) asset reports by ETAM
- Complete 2022 TAM Plan update, due every four years per the TAM Rulemaking. In process.



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Thank you!

Denise Longley
Enterprise Transit Asset Management
State of Good Repair



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

Board Report

File #: 2022-0328, **File Type:** Oral Report / Presentation

Agenda Number: 7.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 1, 2022**

SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECT

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Transit and Highway Project.

Project	Ground-breaking Date		Notes	Project Phase	Budget		Contingency Funds		Soft Costs Spent	Risk
	Exp. Plan (FY)	Anticip (FY)			Project Budget ¹	Phase Budget Spent	Budgeted	Spent		
PROGRAM MANAGEMENT - Transit Design/Constr.										
Westside Purple Line Extension Section 3	2020	2020	<p>Tunneling:</p> <ul style="list-style-type: none"> Tunnel Boring Machine (TBM) "Iris" (BR) – TBM has mined over 5800 ft (43%). Completed mining through the Westwood/UCLA station footprint. Tunnel Boring Machine (TBM) "Aura" (BL) – TBM has mined over 4,800 ft (36% complete) and within the Westwood/UCLA station footprint. <p>Westwood/UCLA Station:</p> <ul style="list-style-type: none"> Utility sewer and storm drain relocation completed in the Wilshire Bl/Gayley Av intersection. Pile installation for Support of Excavation and installation of cap beam and waler completed on the north side of Wilshire Blvd and commenced in the median of Wilshire Blvd; approximately 73% complete. Dewatering wells and instrumentation installation continues. <p>Westwood/VA Station:</p> <ul style="list-style-type: none"> VA steam tunnel construction continues. <ul style="list-style-type: none"> Reinforced Concrete Pipe (RCP) installation is complete. Vault construction and backfilling of the RCPs continues. <p>Temporary station decking at Bonsall Avenue completed.</p>	Final Design and Constr. 37% Complete	\$3.6B	\$1.068B	\$830.6M	\$310.2M	\$262.2M	<ul style="list-style-type: none"> COVID-19 pandemic impact Additional measures may be needed if ground improvement does not work as intended or if further investigation by Contractor shows different conditions from baseline requiring a different ground improvement design/method (cross passages) ROW negotiations in the alignment between Constellation and UCLA
Gold Line Foothill	2020	2020	<p>Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019 Heavy Construction Started July 2020 Base Contract to Pomona Complete by 2025</p>	Final Design and Constr. 46% Complete	\$1,406.9M	\$562.33			\$352.96M excluding Vehicles \$22,000	<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 Awarded the main construction contract in August 2021 and issued NTP in October 2021 Site demolition and grading was completed in October 2021. North Turnback, OCS and Sectionalization Work is ongoing and on schedule. Main sub-surface structure in progress. 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 FY23. 	Construction (Excavation / Foundation) 14.1% complete	\$898.6M	\$216.3M	\$96.0 M	\$0.0	\$166.5M	<ul style="list-style-type: none"> Cost escalation and supply chain issues due to Pandemic. Real Estate/eminent domain costs for acquisition and relocation of Hertz. Schedule integration with LAWA's Automated People Mover project. Constructing project under full Metro operations of the Crenshaw and Green Lines. LAWA RUE and CONRAC interface throughout construction.
Metro G Line BRT Improvements	2019	2019	<ul style="list-style-type: none"> Railroad-type gates at up to 35 intersections Aerial Stations at Sepulveda & Van Nuys Provisions for connections to ESFV LRT Terminal Station on Van Nuys Designed with provisions for future conversion to LRT RFP Progressive Design-Build (PDB) Contract – Issued February 2022 Award PDB Contract – Summer 2022 Complete – Winter 2026/2027 	Procurement Phase	\$393M/ \$476M (Total Project)	\$38.1M		N/A	\$24.8M	<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 Progressive Design Build Contract (PDB) – Winter 2022 Begin Advanced Utility Relocation (AUR) Construction – Summer 2022 Complete – 2028.	Preliminary Engineering (PE)	\$71.4M	\$67.3M			\$67.3M	<ul style="list-style-type: none"> Current short funding will cause delay but still aiming for Measure M opening day Real estate acquisitions and advanced utility relocations need to start in before end of 2022 otherwise this will affect our PDB start date. DWP and LA County have facilities located along Van Nuys Blvd; some agreements remain open. The City of San Fernando and Metrolink expressed concerns about the 2.5-mile northern portion of shared right of way along the Antelope Valley Metrolink line between San Fernando Road and the Sylmar/San Fernando Metrolink station. In March 2022, Metro Board awarded a contract to study traffic and safety issues related to grade crossings on this portion of shared right of way.

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. • Completed evaluation of proposed BRT Network Improvements in coordination with NextGen • Identified network benefits of added service(s), demographic reach, ridership, and timely delivery of a solution. • Initiating Summer/Spring 2022 community engagement • Fall 2022 (anticipated) – Board to consider recommended BRT network improvements 	Environ. Impact Report (EIR)	\$180.0M	\$6.7M			\$6.7M	<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. • May 2021: Board approved Proposed Project and directed further coordination on design options in Burbank and Eagle Rock. • Illustrated proposed BRT options and effects on local traffic volumes and circulation in Eagle Rock • Fall 2021 – Spring 2022: Met with Eagle Rock community and CD-14 on potential design refinements, and with Burbank community members • April 2022: Board approval of proposed project and certification of Final EIR • Preparation for preliminary engineering and final design • Continue coordinating with cities to advance project design in preparation for construction 	Environ. Impact Report (EIR)	\$267M	\$12.4M			\$12.4M	<ul style="list-style-type: none"> • Addressing community concerns through construction stages and permitting from cities.
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 	N/A	\$50M	\$5.8M			\$5.8M	<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.

			<p>NextGen) & evaluate extending the Western Ave BRT corridor to San Pedro (Hahn amendment).</p> <ul style="list-style-type: none"> • Pursuing a near-term delivery strategy. • Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines. • 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 • October 2021: Metro Board directed staff to develop and conduct a CBO and community engagement strategy prior to conducting environmental review • February-June 2022: Engagement and outreach to inform next phases of planning • August 2022 (anticipated): Return to Board with proposed plan for environmental studies and update on Community-Based Partnership Program 	Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)	\$425M	\$3.4M			\$3.4M	
West Santa Ana Transit Corridor	2024	2024	<ul style="list-style-type: none"> • Draft EIS/EIR Released on July 30, 2021 • January 27, 202: Board approved the Project terminus as LAUS, and selected the LPA from Pioneer to Slauson. Also directed further study from Slauson to LAUS with interim bus connections until Project completion • March 2022, contract modification for Final EIS/EIR and Downtown study • Continue coordination for delivery of LPA initial operating segment 	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$4.0B	\$61.5M			\$61.5M	<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"> • 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 • Identified new design options for Hawthorne alignment, coordinating review with BNSF, conducting utilities investigations 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$891M	\$23.2M			\$23.2M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community

			<ul style="list-style-type: none"> • Spring 2022: Neighborhood walks • Mid-2022: Public workshops to present updated project designs • Fall/Winter 2022 (anticipated): Release Draft EIR 							
Sepulveda Transit Corridor Project	2024	TBD	<ul style="list-style-type: none"> • February 11, 2022: Close of Scoping Period Review and analysis of 3000+ comments received • Summer 2022 (anticipated): Release scoping report and community update meetings • Issued PDA Phase 2 NTPs to the two PDA teams (LASRE and STCP) on April 11, 2022, approximately a month in advance of the projected date. 	EIR, EIS (CEQA, NEPA)	\$5.7B	\$48.5M			\$48.5M	Geotechnical, Third-Party Coordination, Stakeholders and Community
Eastside Transit Corridor Phase 2	2028	2028	<ul style="list-style-type: none"> • Board withdrew SR 60 and Combined Alternatives from further study in February 2020 • Community engagement/stakeholder outreach to develop design options, preliminary cost estimates, and initial operating segments • Summer 2022 (anticipated): Release of DEIR • Continue to explore federal funding opportunities and NEPA strategy • Fall 2022 (anticipated): Select LPA based on environmental, equity and funding criteria • 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$3.0B	\$49.1M			\$49.1M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals

Measure M Oversight Committee

Highway Projects Overview

Expenditures through April 30, 2022

Status Update: May, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 4/30/21)				
I-5 N County Enhancements Project (SR-14 to Parker Road)	2019	2021	Construction 13.91 % Complete	505.40	17.93	115.58	0.51	69.56	Encountering unexpected utilities and buried man-made objects, differing site conditions for which the project already has one claim, responding to special-status species in the project area, changes in design during construction, coordination with private development projects, stakeholder requested betterments or changes and local street impacts.	Paul Sullivan	Metro is the Lead Agency in constructing the project. Life of Project Budget was approved by the Board in March. Project funding includes Measure M and R, and TCEP and INFRA Grant Funding. Current LOP: \$679.4M Construction activities began in November 2021, with anticipated substantial completion projected for Summer 2026.
SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Construction (Southern Segment - Mission Blvd. to SB County Line) 15 % Complete	148.10	21.71	0.00	0.00	40.26	The ROW encampment removal and coordination with Southern California Edison (SCE) for relocating SCE's lines within 160 working days upon construction site readiness.	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. Caltrans and the contractor started to dispose the arsenic soil in Jan 2022 and SCE started to relocate the conflicted lines in May 2022. Soft costs spent to date are from TCRF and other Federal Funds.
		TBD	Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	22.05	0.00	0.00	22.05	Utility & Railroad (RR) coordination causing schedule delays. Funding shortfall of up to \$78 million. (\$5M in Design and \$73M in Construction).		Project by Caltrans. Northern Segment from I-10 to Mission Blvd. Caltrans has identified significant cost increases and potential schedule delays in the Northern Segment. 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 be delayed, and now projected to finish in Summer 2023. Soft costs spent to date are from TCRF and Other Federal Funds.

Measure M Oversight Committee

Highway Projects Overview

Expenditures through April 30, 2022

Status Update: May, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 4/30/21)				
SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	121.01	61.62	0.00	0.00	64.31	As the project moves to construction, volatility of material cost are difficult to be accounted for and may result in higher construction costs.	Roberto Machuca	<p>Caltrans approved 100% Design plans in April 2022.</p> <p>TCEP Grants have been secured for final design (\$17M) and Right of Way (\$5M).</p> <p>Project has secured the \$217.9M TCEP grant for the construction phase.</p> <p>Baseline Agreement in process with FHWA for \$30M INFRA Grant.</p> <p>Golf course mitigation work is still in progress.</p> <p>Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight. Construction projected to start beginning of 2023.</p>
I-405 South Bay Curve Improvements I-405 Southbound Auxiliary Lanes	2045	TBD	Design	3.25	2.67	0.00	0.00	3.59	<p>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.</p> <p>This diversion has impacted construction funding for the project.</p>	Isidro Panuco	<p>I-405 Northbound and Southbound Auxiliary Lanes project has completed the environmental process. Design phase started in March 2022.</p> <p>Measure M funds not yet expended.</p> <p>Will need Measure M funds for construction phase.</p>
I-405 South Bay Curve Improvements I-405, I-110 to Wilmington	2045	TBD	PSR/PDS	0.93	0.91	0.00	0.00	0.97	<p>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.</p> <p>This diversion will impact construction funding for the project.</p>	Roberto Machuca	<p>I-405, I-110 to Wilmington: Project Study Report completed, Environmental phase projected to start early 2023.</p> <p>Measure M funds not yet expended.</p> <p>Will need Measure M funds for construction phase.</p>

Measure M Oversight Committee

Highway Projects Overview

Expenditures through April 30, 2022

Status Update: May, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 4/30/21)				
I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	99.59	0.00	0.00	99.59	Consensus building process may take a long time and overall delivery of the program will be delayed.	Ernesto Chaves/ Lucy Delgadillo	<p>The 710 Corridor Task Force, comprised of a wide of range of stakeholders, has met several times since September 2021, and has begun evaluating a comprehensive community engagement plan in support of the upcoming discussions regarding corridor needs and potential improvements.</p> <p>The environmental document for the I-710 Corridor Improvement will be closing out as a No-Build Option. Any future work on the I-710 will come from the recommendations set forth by the I-710 Task Force and the Metro Board.</p> <p>Measure M funds not yet expended. Will need Measure M funds for subsequent phases/effort.</p>
I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	10.56	10.46	0.00	0.00	10.46	None	Shahrzad Amiri/ Philbert Wong	Environmental phase complete.
	2027	TBD	Design	63.20	7.50	0.00	0.00	7.50	None	Shahrzad Amiri/ Philbert Wong	<p>This project will be phased in three segments:</p> <ol style="list-style-type: none"> 1. Segment 1 is I-405 to Central avenue; 2. Segment 2 is Central Avenue to I-710; and 3. Segment 3 is I-710 to Studebaker Road. <p>PS&E for Segment 1 began in July 2021 and is expected to be completed in May 2023. A contract for segment 2/3 PS&E for \$39.9M was approved by the Board in April 2022.</p> <p>Construction on segment 1 is expected to begin in December 2023. Construction on segment 2/3 is expected to begin in late 2024/early 2025.</p>

Measure M Oversight Committee

Highway Projects Overview

Expenditures through April 30, 2022

Status Update: May, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 4/30/21)				
High Desert Multi-Purpose Corridor Rail Component	2019	TBD	Service Development Plan/Preliminary Engineering/Environmental	6.36	3.72	0.00	0.00	3.72	Funding for the next phases of the project is currently not yet identified.	Vincent Chio/ Jeanet Owens	<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.</p> <p>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 July 2022.</p> <p>In April 2022, Metro Board approved an additional \$1.2M in Measure M funds to HDCJPA to complete the CEQA/NEPA work; and an additional \$.5M in Measure M funds to complete the Service Development Plan.</p> <p>The current phase budget is \$6.36M, including \$4.74 M in Measure M, \$1.375M in TIRCP and \$0.25M in DesertXpress funds.</p>
High Desert Multi-Purpose Corridor - Highway component	2019	TBD	PSR/PDS	1.00	0.22	0.00	0.00	0.22	Funding for the next phases of the project is currently not yet identified.	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 and is expected to be completed by Fall 2022.</p> <p>The PSR-PDS is funded by the remaining Measure R funds. SBCTA is sharing 50% of the project cost for development and completion of the PSR-PDS. Measure M funds will be needed for subsequent phases.</p>
I-5 Corridor Improvements (I-605 to I-710)	2036	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	Pursuit of this project depends on approval of the environmental document for the I-605 Corridor Improvements project currently in progress. If that project is not approved, a corridor level environmental process for the segment between the I-605 and I-710 will not be warranted.	Ernesto Chaves	<p>Schedule unknown. Project development & delivery contingent upon completion of the I-5 / I-605 interchange improvements.</p> <p>This will be a Caltrans-led project. Metro will be contributing to the PAED phase. Start date to be determined.</p>

Measure M Oversight Committee

Highway Projects Overview

Expenditures through April 30, 2022

Status Update: May, 2022

Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent* (\$mil.)	Risk	PM	Notes
	Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 4/30/21)				
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	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
I-605/I-10 Interchange	2043	TBD	Not started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
SR-60/I-605 Interchange HOV Direct Connectors	2043	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	Project has not started. Work will commence as funds become available in the Measure M expenditure plan.
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.
High Desert Multi-Purpose Corridor – LA County Segment	2063	TBD	Transit: in feasibility study Highway: Alternative alignment in PSR-PDS	0.00	0.00	0.00	0.00	0.00	Determination of viability of projects and availability of funds.	Isidro Panuco	See Items 7 and 8 above.

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



Metro

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

Board Report

File #: 2022-0329, **File Type:** Oral Report / Presentation

Agenda Number: 8.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 1, 2022**

SUBJECT: ORAL REPORT ON ACTIVE TRANSPORTATION

ACTION: ORAL REPORT

RECOMMENDATION

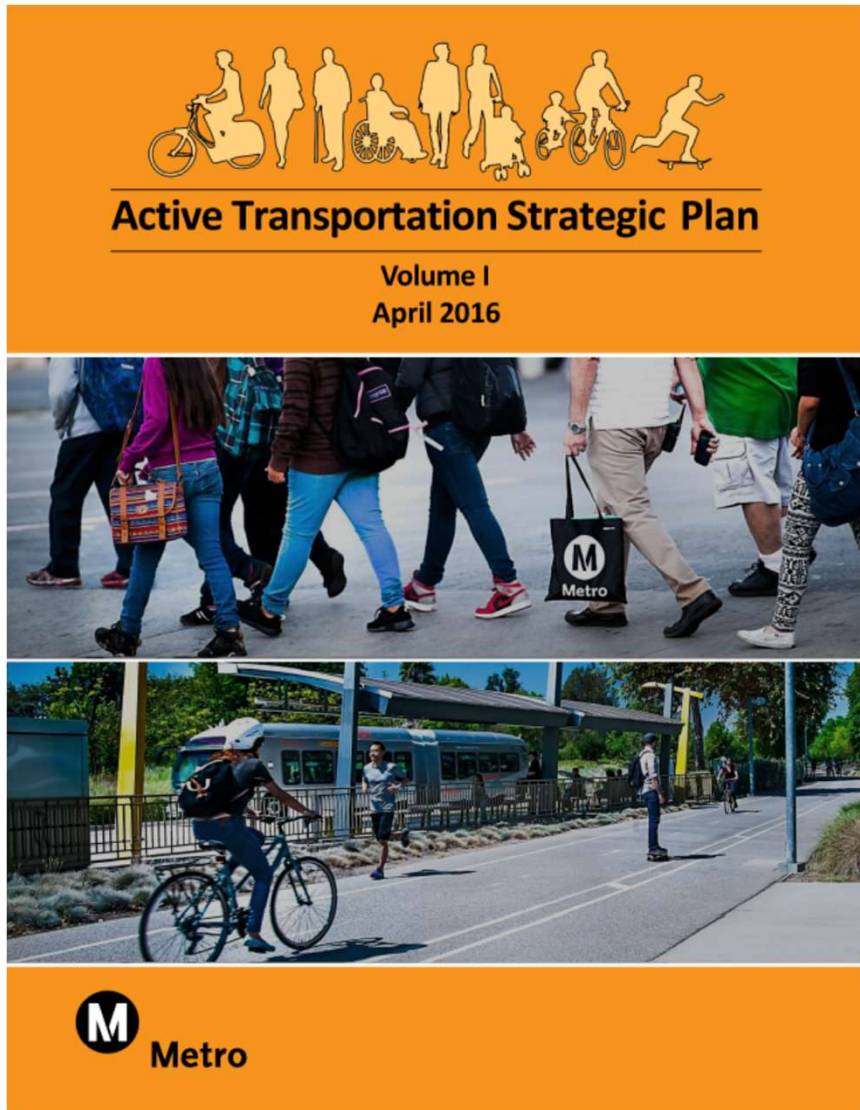
RECEIVE Oral Report on Active Transportation.

Active Transportation Updates

Measure M Independent Taxpayer Oversight Committee
June 2022



AT Strategic Plan Update



- Refresh Goals & Objectives
- Refining the Regional Network
 - Update existing conditions
 - Revisit methodologies for proposed network
 - Integrate pedestrian district planning
- Ongoing technical and community engagement
 - Upcoming Subregional Community Briefings

Comment Map:

<https://tinyurl.com/CountyFeedback>

Online Survey:

<https://tinyurl.com/ATSPSurvey>

LA River Path (Central Cities)

- Ongoing technical study for Draft Environmental Impact Report
- Continued engagement with USACE and other key stakeholders
- Development of agreements as response to Dec 2021 Board direction
- Advancing design of bike/ped bridge over US-101 to connect with Union Station
- Steering Committee meetings held in April 2022; next meeting in June 2022
- Next PDT meeting on June 7, 2022



LA River Path (San Fernando Valley)

- Measure M Funding Agreement under development
- State funding opportunity



Multi-Year Subregional Programs



Status

- Board approval for Las Virgenes/Malibu
 - \$3M in new programming for Lakeview Canyon Road Pedestrian Improvements project in City of Calabasas
- Board approval for San Gabriel Valley
 - \$6.4M for East San Gabriel Valley Sustainable Multimodal Improvements Project – Phase 1 (led by the COG)
- Board approval for North County
 - \$550K for Palmdale sidewalk gap closure

What's Next

- Seek Board approval for Central Cities and Gateway subregions

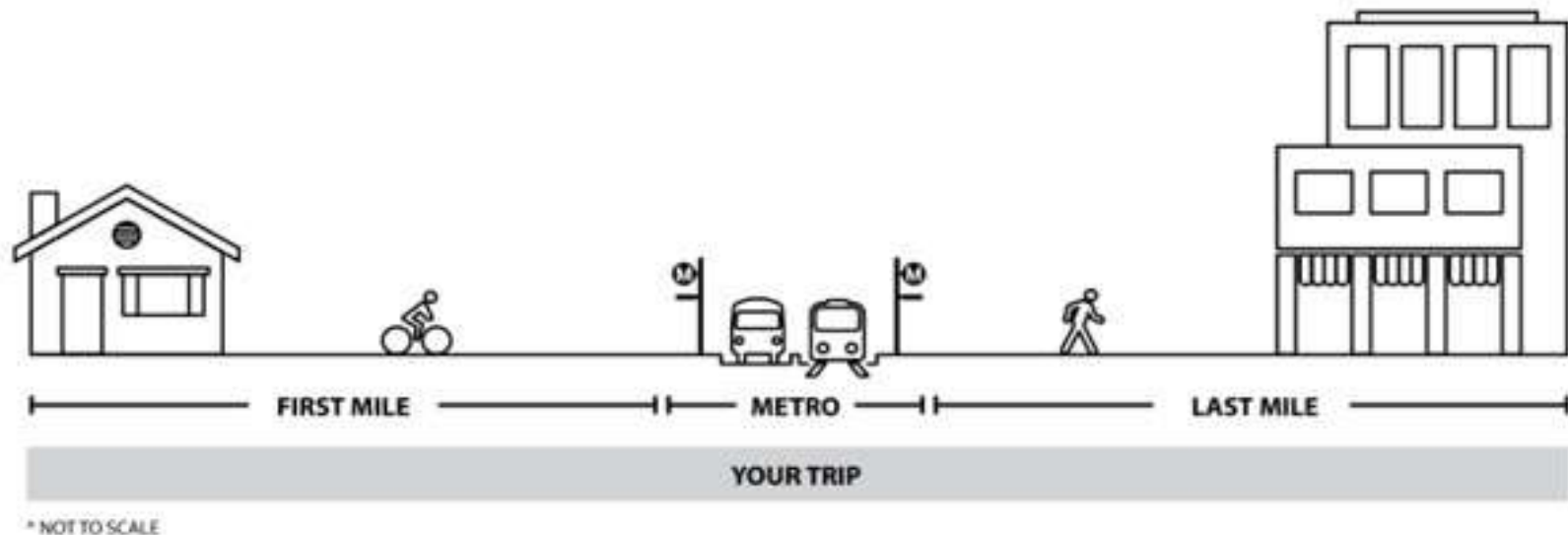
Metro Active Transport Program



- Progress on 16 funding agreements
- Project initiation
- Metro-led projects task order execution

First/Last Mile Program

- Follow-up actions from FLM Guidelines (May 2021)
 - Internal and external training
 - Prioritization Methodology
- Prep for next batch of corridor project plans
 - West Santa Ana
 - North Hollywood to Pasadena BRT



Bike Month 2022

- Free rides on Bike to Work Day 5/19
- Metro Bike Share offers and events
- Metro Bike Hub classes and offers
- ATSP Update outreach

