



Metro

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8231160# (English) or 4544724# (Español)*

Agenda - Final

Thursday, December 15, 2022

10:30 AM

To give written or live public comment, please see the top of page 4

**Measure M Independent Taxpayer Oversight
Committee**

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

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.

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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 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

LIMITED ENGLISH PROFICIENCY

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



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

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TDD line (800) 252-9040

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Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Measure M Meeting begins at 10:30 AM Pacific Time on December 15, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
English Access Code: 8231160#
Spanish Access Code: 4544724#

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 solo se pueden dar por telefono.

La Measure M Junta comienza a las 10:30 AM, hora del Pacifico, el 15 de Diciembre de 2022. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
Codigo de acceso en espanol: 4544724#

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** [2022-0782](#)
RECOMMENDATION
RECEIVE remarks by the Chair.
2. **SUBJECT: REMARKS BY THE CHIEF EXECUTIVE OFFICER** [2022-0823](#)
RECOMMENDATION
RECEIVE remarks by the Chief Executive Officer.
3. **SUBJECT: MINUTES** [2022-0783](#)
RECOMMENDATION
APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held September 7, 2022.
Attachments: [MINUTES - Measure M September 7, 2022](#)
4. **SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE BYLAWS** [2022-0797](#)
RECOMMENDATION
APPROVE the proposed Measure M Independent Taxpayer Oversight Committee Bylaws (Attachment A).
Attachments: [Attachment A - Proposed Measure M Committee Bylaws](#)
5. **SUBJECT: MEASURE M FIVE YEAR ASSESSMENT** [2022-0798](#)
RECOMMENDATION
RECEIVE oral update on Measure M Five Year Assessment.
Attachments: [Presentation](#)
6. **SUBJECT: ORAL REPORT ON BUDGET** [2022-0815](#)
RECOMMENDATION
RECEIVE oral report on Budget.
Attachments: [Presentation - Budget](#)
7. **SUBJECT: ORAL REPORT ON LOCAL RETURN** [2022-0816](#)
RECOMMENDATION
RECEIVE oral report on Local Return.

Attachments: [Presentation - Local Return](#)

8. **SUBJECT:** **ORAL REPORT ON STATE OF GOOD REPAIR** [2022-0817](#)

RECOMMENDATION

RECEIVE oral report on State of Good Repair.

Attachments: [Presentation - SOGR](#)

9. **SUBJECT:** **ORAL REPORT ON TRANSIT AND HIGHWAY PROJECTS** [2022-0818](#)

RECOMMENDATION

RECEIVE oral report on Transit and Highway Projects.

Attachments: [Presentation - Program Management](#)

[Presentation - Planning](#)

[Presentation - Highway](#)

10. **SUBJECT:** **ORAL REPORT ON ACTIVE TRANSPORTATION** [2022-0819](#)

RECOMMENDATION

RECEIVE oral report on Active Transportation.

Attachments: [Presentation - Active Transportation](#)

SUBJECT: **GENERAL PUBLIC COMMENT** [2022-0784](#)

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 #: 2022-0783, File Type: Minutes

Agenda Number: 3.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE DECEMBER 15, 2022

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held September 7, 2022.



MINUTES

Wednesday, September 7, 2022

10:30 AM

**Measure M Independent Taxpayer Oversight
Committee**

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

CALLED TO ORDER: 10:32 A.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR

2022-0571

RECEIVED remarks by the Chair.

Chair Tanzmann thanked Director Briskman for her leadership as past Chair.

Sharon Gookin, Deputy Chief Executive Officer, introduced herself to the Committee and Chair Tanzmann welcomed her to Metro.

| RC | LB | RS | VT (Chair) |
|----|----|----|---------------|
| P | P | P | P |

2. SUBJECT: MINUTES

2022-0572

APPROVED Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held June 1, 2022.

| RC | LB | RS | VT (Chair) |
|----|----|----|---------------|
| Y | Y | Y | Y |

3. SUBJECT: ORAL REPORT ON BUDGET

2022-0560

RECEIVED oral report on Budget.

Chair Tanzmann mentioned that it would be good for the committee to receive an update on experimental programs like Metro Micro to which staff responded that they would return with a status update.

Director Stanger remembered that several years ago when Metro added gates to the system, a fraud survey was conducted. He asked if a follow-up survey will be conducted to see if the gates mitigated the issue. Staff responded they will report back.

| RC | LB | RS | VT (Chair) |
|----|----|----|---------------|
| P | P | P | P |

| | | | |
|------------------|------------------|------------------|-----------------|
| VT = V. Tanzmann | RC = R. Campbell | LB = L. Briskman | RS = R. Stanger |
|------------------|------------------|------------------|-----------------|

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

4. SUBJECT: ORAL REPORT ON LOCAL RETURN

2022-0561

RECEIVED oral report on Local Return.

A quick question and answer occurred between Director Stanger and staff resulting in clarification on how cities can use their Measure M funding.

| RC | LB | RS | VT (Chair) |
|----|----|----|---------------|
| P | P | P | P |

5. SUBJECT: ORAL REPORT ON STATE OF GOOD REPAIR

2022-0562

RECEIVED oral report on State of Good Repair.

| RC | LB | RS | VT (Chair) |
|----|----|----|---------------|
| P | P | P | P |

6. SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECT

2022-0563

RECEIVED oral report on Transit and Highway Project.

Director Stanger commented that the High Desert Multi-Purpose Corridor project is a private project and asked if Metro will be reimbursed for the preliminary engineering to which staff responded that the department leading the project will get back to the committee with an answer.

| RC | LB | RS | VT (Chair) |
|----|----|----|---------------|
| P | P | P | P |

7. SUBJECT: ORAL REPORT ON ACTIVE TRANSPORTATION

2022-0564

RECEIVED oral report on Active Transportation.

| RC | LB | RS | VT (Chair) |
|----|----|----|---------------|
| P | P | P | P |

8. SUBJECT: ORAL REPORT ON QUALITY OF LIFE EQUITY REPORT UPDATE **2022-0569**

RECEIVED oral report on Quality of Life Equity Report - 2022 Update.

Chair Tanzmann asked what the timeline for completion of the Quality of Life Equity report is and staff responded that the target is December 2022 which coincides with the 5-year anniversary of Measure M funding being available. The Chair followed up, commenting that the committee meetings one more time in 2022 and would asked the members to think about how we process all of this information. She asked staff for draft materials if available prior to the final for review.

Director Stanger wondered if there is any real reason for this committee to be reviewing the report. He noticed that 37% of complaints were related to ticket vending machines and asked how the public might view the fare gates being that they add a level of inconvenience and whether the new report will address that. Staff responded that this committee looks at audits as does the Quality of Life Equity Report with the goal of trying to translate the information into experience for our customers in terms of the ability for our customers to access jobs, food, and other quality of life items. The report is trying to determine Metro's role as a steward of public dollars.

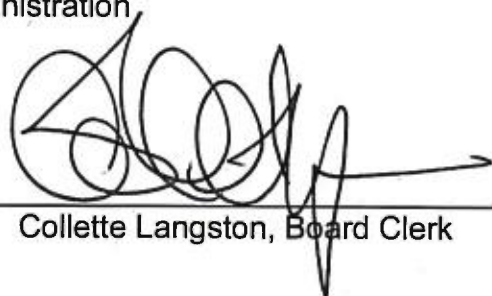
Director Briskman commented that she is concerned about how user friendly the system is for seniors and asked if there is a specific advisory group to advise Metro on how to make the system easier to use. Staff responded affirmatively.

Chair Tanzmann concluded the discussion by asking the committee members to look at the 2017 report and this report to see the progression and have a meaningful dialog.

| RC | LB | RS | VT (Chair) |
|----|----|----|---------------|
| P | P | P | P |

ADJOURNED AT 12:00 P.M.

Prepared by: Jessica Vasquez Gamez
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2022-0797, **File Type:** Agreement

Agenda Number: 4.

**MEASURE M INDEPENDENT TAXPAYER
OVERSIGHT COMMITTEE
DECEMBER 15, 2022**

SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE BYLAWS

**ACTION: APPROVE BYLAWS FOR MEASURE M INDEPENDENT TAXPAYER OVERSIGHT
COMMITTEE**

RECOMMENDATION

APPROVE the proposed Measure M Independent Taxpayer Oversight Committee Bylaws (Attachment A).

ISSUE

The Measure M Ordinance established an Oversight Committee to monitor and review Metro's compliance with the terms of the Ordinance. Subsequently, Selection Panel Guidelines were developed to establish Committee procedures such as selection, compensation, resignation, etc. Those guidelines also state that the Committee may adopt bylaws that establish rules for rotation of Committee Officers. During its initial meeting in March of 2018, the Committee verbally agreed on a process and schedule for rotation of Officers. This action seeks to formalize the agreements and clarify certain Committee procedures that are stated generally in the Ordinance.

DISCUSSION

During the June 2022 meeting, the Chair suggested that the Committee formalize rules for the establishment of committee officers and their rotation. Subsequently, staff drafted the bylaws and sought feedback from the Committee. Staff has incorporated comments received by the Committee to the initial draft as included in the attached proposed bylaws.

NEXT STEPS

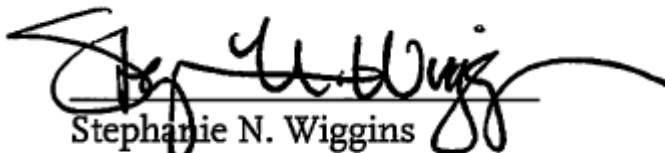
Once approved, staff will ensure that the Bylaws are available on the Committee webpage on Metro.net.

ATTACHMENT(S)

A. Proposed Measure M Independent Taxpayer Oversight Committee Bylaws

Prepared by: Lauren Choi, DEO, Administration (Interim), (213) 922-3926
Monica Del Toro, Audit Support Manager, (213) 922-7494

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins
Chief Executive Officer

**MEASURE M INDEPENDENT
TAXPAYERS OVERSIGHT COMMITTEE
BYLAWS**

SECTION 1: PURPOSE

On November 8, 2016, Los Angeles County voters approved Measure M, which imposed a one-half of one percent (.5%) transactions and use tax to fund traffic improvements in the County. The rate of this tax shall increase to one percent (1.0%) on July 1, 2039, immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority (Measure R). Measure M, also known as the Los Angeles County Traffic Improvement Plan (“Ordinance”) establishes an Independent Taxpayer Oversight Committee (“Committee”) and an oversight process to ensure that the Los Angeles County Metropolitan Transportation Authority (Metro) complies with the terms of the Ordinance.

The purpose of this bylaw is to clarify certain Committee procedures that are stated generally in the Ordinance, specifically: how the Committee Selection Panel handles vacancies due to term limits, resignations and the removal of Committee members; who specifically on Metro’s staff the Committee reports to; how Committee officers are selected; how additional Committee meetings are approved; and the timeliness of Committee minutes.

SECTION 2: MEMBERSHIP

2.1 MEMBERS. The Committee shall consist of seven (7) members who have met the requirements stipulated in the Ordinance.

A Selection Panel, consisting of Metro’s Board Chair, Vice Chair, and second Vice Chair or designees, shall recommend potential candidates for the Independent Taxpayer Oversight Committee membership to the Metro Board for approval.

2.2 TERM. Each member of the Independent Taxpayer Oversight Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee

members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve.

2.3 RESIGNATION. Any member may, at any time, resign from the Committee upon written notice delivered to the Chairperson and the Executive Director, Administration, and through them to the Selection Panel (Metro Board). Automatic resignation is required upon a Member's accepting or filing for public office or by entering into a conflict of interest, both as defined further in the Ordinance. Changing of residence to outside the County shall constitute a Member's automatic resignation.

2.4 MEETINGS. The Committee shall, at a minimum, meet on a quarterly basis to carry out its responsibilities. Meetings other than the quarterly meetings can be recommended by either Metro staff or majority vote of the Committee. Reasons for the additional meetings shall be for purposes of furthering Committee responsibilities as outlined in the Ordinance and shall be explained in the meeting minutes.

2.5 MINUTES: Draft minutes of every Committee meeting shall be made available to the Committee within two weeks of the meeting. Any suggested changes shall be made by Committee members within a week of receiving the draft minutes. The draft minutes themselves will be approved at the next Committee meeting.

2.6 ATTENDANCE. Committee members are expected to attend all meetings. Failure to attend three consecutive meetings without explanation acceptable to the Committee Chairperson constitutes grounds for removal. Removal itself will be recommended by the Chairperson and Metro's Management Audit Services, to the Selection Panel. The Selection Panel will rule by the next quarterly meeting, and if necessary, initiate a search for a replacement of an appropriate Committee member.

2.7 OFFICERS. The officers of the Committee shall consist of the Chairperson and Vice-Chairperson.

A. Duties of the Chairperson: The Chairperson shall preside at all meetings of the Committee and shall exercise and perform such other powers and duties as may be assigned by the Committee so long as these conform with the general responsibilities stated in the Ordinance.

B. Duties of the Vice-Chairperson: The Vice-Chairperson shall perform the

duties of the Chairperson in his or her absence, and when so acting shall have all the powers of and be subject to all restrictions of the Chairperson.

2.8 OFFICER SELECTION AND ROTATION. Committee officers shall rotate based on seniority and then alphabetically by last name. The Committee, annually, or at its June meeting shall confirm its officers. Should there be a vacancy of the Chairperson or Vice-Chairperson, the Committee shall confirm the new officer at its next meeting. The term of office shall be one year.



Board Report

File #: 2022-0798, **File Type:** Informational Report

Agenda Number: 5.

**MEASURE M INDEPENDENT TAXPAYER
OVERSIGHT COMMITTEE
DECEMBER 15, 2022**

SUBJECT: MEASURE M FIVE YEAR ASSESSMENT

ACTION: RECEIVE AND FILE ORAL REPORT ON FIVE YEAR ASSESSMENT

RECOMMENDATION

RECEIVE oral update on Measure M Five Year Assessment.



We're assessing how Metro is measuring up.



Measure M Five-Year Comprehensive Program Assessment

Measure M Ordinance:

“Metro shall conduct every five (5) years a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program and make recommendations to improve its performance on current practices, best practices, and organizational changes to improve coordination.”

Sec. 8.h.4.b. Measure M Los Angeles County Traffic Improvement Plan



Measure M Five-Year Comprehensive Program Assessment

Key Assessment Objectives

- > Assess the performance on the efficiency, effectiveness, and economy in the delivery of Measure M projects and programs
- > Identify and evaluate any potential barriers in delivery of the Expenditure Plan
- > Identify and evaluate opportunities for process improvements
- > Identify and evaluate best practices
- > Identify and evaluate any organizational changes needed to improve coordination



Assessment Areas and Performance Criteria

> **Financial Analysis**

- Review of revenues and expenditures (FY18-22)
- Assess whether initial funding assumptions were achieved
- Assess whether funding sources are adequate to accomplish the Expenditure Plan

> **Project Delivery**

- Evaluate effectiveness in developing and implementing the projects and programs included in MM
- Assess current (as of June 30, 2022) scope, cost and schedule
- Identify potential risks

> **Program Management**

- Evaluate Metro's approach to program management

- Assess adequacy of progress reporting and change orders
- Assess adequacy of staffing/resources
- Quality element

> **Compliance**

- Evaluate approach to ensuring compliance with the Ordinance
- Subrecipient compliance reviews
- Metro's audit

> **Transparency/Accountability/Equity**

- Reporting to ITOC and Metro Board
- Public - posting of agendas, public hearings, annual audit reports, dedicated website
- Equity and Inclusion components





Metro

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

Board Report

File #: 2022-0815, **File Type:** Informational Report

Agenda Number: 6.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
SEPTEMBER 7, 2022**

SUBJECT: ORAL REPORT ON BUDGET

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Budget.

**My Metro Budget
Cosette Stark, Deputy Executive Officer, Local Programming
Measure M Independent Taxpayer Oversight Committee
December 15, 2022**

We're planning Metro's budget for FY2024 and want your input! ✕

My Metro Budget

On this site, we ask you to make spending trade-offs based on what you believe is best for LA County's transit needs. The goal is to both educate the public about Metro's budget and collect your feedback. The numbers shown are from the [FY2023 Adopted Budget](#) and are rounded to the nearest \$500,000. While the system allows you to submit an unbalanced budget, it is strongly encouraged to balance it before submission.

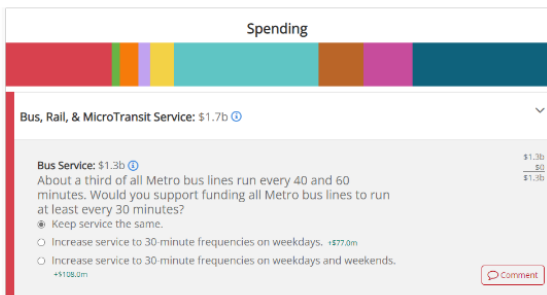
As you complete your Metro budget, you may notice some categories cannot be altered. Many of these categories are funded by LA County voter-approved resources, and Metro cannot freely reallocate these funds without further voter action.

You can leave a comment on any section throughout the activity.

All submissions will be entered to win a 30-Day Pass TAP card. You will have the opportunity to enter your contact information for the prize drawing at the end of the activity.

How it works

First, in the **Spending** section, answer three trade-off questions about Bus, Rail, & MicroTransit Service.



To complete My Metro Budget in any of the languages listed below, please email budgetcomments@metro.net or call the following number and extension.



323.466.3876

x2 Español (Spanish) **x5 Tiếng Việt (Vietnamese)**

x3 中文 (Chinese) **x6 日本語 (Japanese)**

x4 한국어 (Korean) **x7 русский (Russian)**

x8 Հայերեն (Armenian)

Help & Tips

Don't show this again

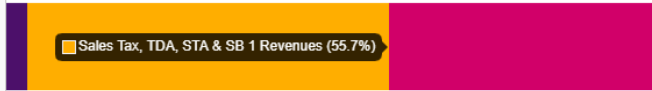
[Continue](#)



You are balanced.



Revenue



Operating & Other Revenues: \$276.0m ⓘ

🔒 Sales Tax, TDA, STA & SB 1 Revenues: \$4.9b ⓘ

🔒 Capital & Bond Resources: \$3.6b ⓘ

Total \$8.7b

Spending



Bus, Rail, & MicroTransit Service: \$1.7b ⓘ

New Buses & Rail Vehicles: \$132.0m ⓘ

Safety & Security: \$297.0m ⓘ

Cleaning: \$184.0m ⓘ

Maintenance & Improvements: \$386.0m ⓘ



Re

More Information

Operating & other revenues include passenger fares, express lanes, advertising, and more.

[More Details](#)

Operating & Other Revenues: \$271.0m ⓘ >

🔒 Sales Tax, TDA, STA & SB 1 Revenues: \$4.9b ⓘ >

🔒 Capital & Bond Resources: \$3.6b ⓘ >

Total \$8.7b





You have a surplus.

\$5.0m

Revenue



Operating & Other Revenues: \$281.0m ⓘ

Advertising: \$37.5m ⓘ

Would you support more advertisements on Metro stations and vehicles to generate more revenue?

- Yes, I would support more advertisements **+\$5.0m**
- Keep advertisements the same as they are now
- I would like to see fewer ads on Metro's system. **-\$5.0m**

Comment

\$32.5m
\$5.0m
\$37.5m

Spending



Bus, Rail, & MicroTransit Service: \$1.7b ⓘ

New Buses & Rail Vehicles: \$132.0m ⓘ

Safety & Security: \$297.0m ⓘ

Cleaning: \$184.0m ⓘ

Maintenance & Improvements: \$386.0m ⓘ



You are in deficit.

-\$5.0m

Revenue



Operating & Other Revenues: \$271.0m ⓘ

Advertising: \$27.5m ⓘ

Would you support more advertisements on Metro stations and vehicles to generate more revenue?

- Yes, I would support more advertisements +\$5.0m
- Keep advertisements the same as they are now
- I would like to see fewer ads on Metro's system. -\$5.0m

Comment

\$32.5m
-\$5.0m
\$27.5m

Spending



Bus, Rail, & MicroTransit Service: \$1.7b ⓘ

New Buses & Rail Vehicles: \$132.0m ⓘ

Safety & Security: \$297.0m ⓘ

Cleaning: \$184.0m ⓘ

Maintenance & Improvements: \$386.0m ⓘ



Bus, Rail, & MicroTransit Service: \$1.7b ⓘ



Bus Service: \$1.3b ⓘ


\$1.3b

\$0

\$1.3b

About a third of all Metro bus lines run every 40 and 60 minutes. Would you support funding all Metro bus lines to run at least every 30 minutes?

- Keep service the same.
- Increase service to 30-minute frequencies on weekdays. +\$77.0m
- Increase service to 30-minute frequencies on weekdays and weekends. +\$108.0m

 Comment



Rail Service: \$401.0m ⓘ

When Metro Rail returns to pre-covid service levels, would you support Light Rail frequencies of 8 minutes during peak hours and 10 minutes during off-peak/weekend hours (instead of 6 minutes and 12 minutes, respectively)?


- Keep standard frequencies (6-minute peak, 12-minute off-peak/weekend)
- Change to new frequencies (8-minute peak, 10-minute off-peak/weekend)

-\$30.0m

\$401.0m

\$0

\$401.0m

 Comment



Metro Micro (MicroTransit) Pilot: \$38.0m



Would you like to see more money allocated to Metro Micro to increase service and meet the high level of demand?

- Keep service the same
- Increase service by 10% +\$4.0m
- Increase service by 20% +\$8.0m
- Increase service by 30% +\$12.0m

\$38.0m

\$0

\$38.0m

Comment



Metro Micro (MicroTransit) Pilot: \$38.0m




Would you like to see more money allocated to Metro Micro to increase service and meet the high level of demand?

- Keep service the same
- Increase service by 10% +\$4.0m
- Increase service by 20% +\$8.0m
- Increase service by 30% +\$12.0m

\$38.0m

\$0

\$38.0m

 Comment



Metro Micro (MicroTransit) Pilot: \$38.0m

\$38.0m



\$0

\$38.0m

Would you like to see more money allocated to Metro Micro to increase service and meet the high level of demand?

- Keep service the same
- Increase service by 10% +\$4.0m
- Increase service by 20% +\$8.0m
- Increase service by 30% +\$12.0m

Comment

Cancel

Save



You are in deficit.

-\$5.0m

Revenue



Operating & Other Revenues: \$271.0m ⓘ

Advertising: \$27.5m ⓘ

Would you support more advertisements on Metro stations and vehicles to generate more revenue?

- Yes, I would support more advertisements +\$5.0m
- Keep advertisements the same as they are now
- I would like to see fewer ads on Metro's system. -\$5.0m

Comment

\$32.5m
-\$5.0m
\$27.5m

Spending



Bus, Rail, & MicroTransit Service: \$1.7b ⓘ

New Buses & Rail Vehicles: \$132.0m ⓘ




Safety & Security: \$297.0m ⓘ





Cleaning: \$184.0m ⓘ

Maintenance & Improvements: \$386.0m ⓘ



New Buses & Rail Vehicles: \$132.0m ⓘ

| | | | | |
|---|---|---------------------------|------------|---|
|  |  | Electric Buses & Charging | \$76.0m |  |
|  | | Infrastructure: \$76.0m ⓘ | <u>\$0</u> | |
| | | | \$76.0m | |

| | | | | |
|---|---|--------------------------|------------|---|
|  |  | Rail Vehicles: \$56.0m ⓘ | \$56.0m |  |
|  | | | <u>\$0</u> | |
| | | | \$56.0m | |

Minimum Amount Reached



Please confirm your change.

Close




es. \$271.0m

Bus, Rail, & Micro Transit Service: \$1.7b




SB 1 Revenues: \$4.9b

New Buses & Rail Vehicles: \$78.0m

rces: \$3.6b

   Electric Buses & Charging Infrastructure: \$76.0m

\$76.0m
\$0
\$76.0m

   Rail Vehicles: \$2.0m

\$56.0m
-\$54.0m
\$2.0m



Safety & Security: \$297.0m ⓘ >

Cleaning: \$184.0m ⓘ >

Maintenance & Improvements: \$386.0m ⓘ >

🔒 Construction: \$2.3b ⓘ >

🔒 Street Improvements, Multimodal Development,
& Congestion Management: \$717.0m ⓘ >

🔒 Planning, Administration, Debt, & Other
Programs: \$784.0m ⓘ >

🔒 Regional Rail & Regional Transit Allocations:
\$2.2b ⓘ >

Total \$8.7b

Submit

~~Reset all to start over~~

Save your progress and share with others



You are in deficit.



You have overspent by \$5.0m. Are you sure you would like to submit your budget?
Submitting a balanced budget is encouraged.

Submit

Back



Additional Information

The following information will be kept confidential and used only to confirm our survey sample is reflective of the diverse county in which we serve.

***How often do you currently ride Metro buses or rail?**
- Select One -

***What is your age?** - Select One -

***What is your race or ethnic identification?** - Select One -

What is your race/ethnicity? (please answer if you answered multiple/other above):

***What is your gender identity?** - Select One -

***What is your household's total annual earnings?** - Select One -

Do you have regular access to a car for transportation? (not a shared car service like Uber, Taxi, etc.):
- Select One -

Do you have a disability or special needs? - Select One -

Do you need special help to use the train/bus? - Select One -

What special help would you like or need to use the train or bus?

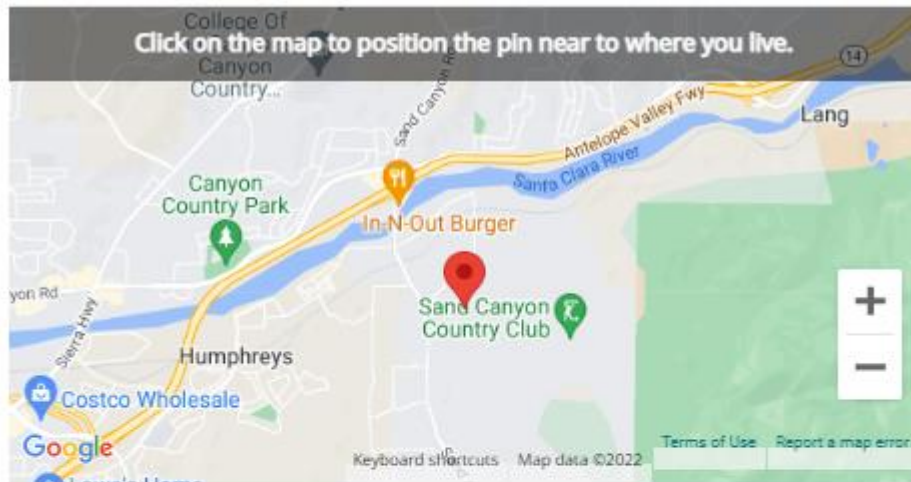
What language is primarily spoken in your home? - Select One -

Do you have any additional comments?

If you would like to be entered to win a 30-Day Pass TAP card, please share your email or phone number:


• Enter Your Postal Code

GO



The following information will be kept confidential and used only to confirm our survey sample reflects the diverse county we serve.

I'm not a robot



reCAPTCHA
Privacy · Terms

* Indicates a required field

Cancel

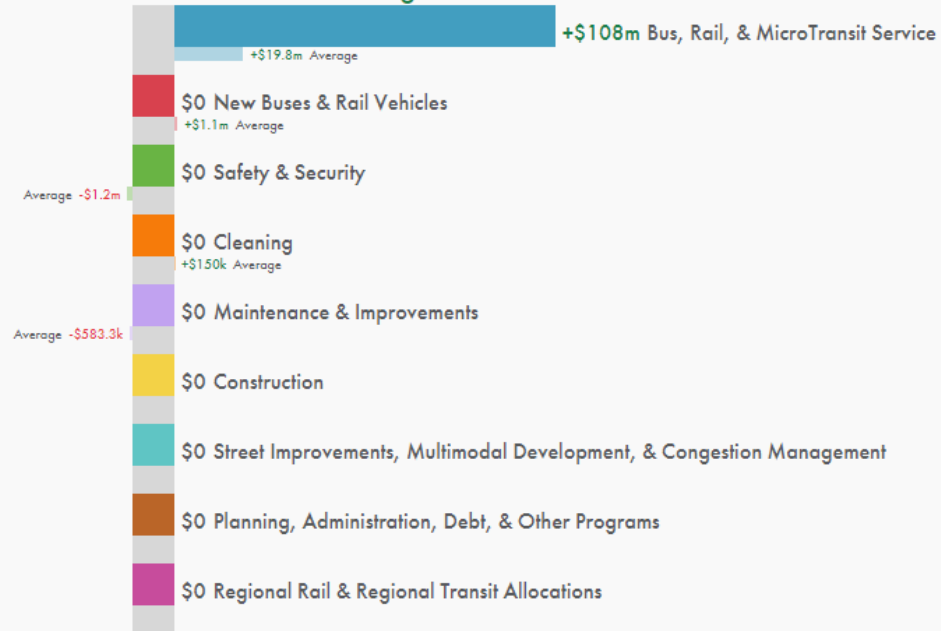
Submit



Spending

Budget Decreases

Budget Increases





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Los Angeles, CA

Board Report

File #: 2022-0816, **File Type:** Informational Report

Agenda Number: 7.

MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE SEPTEMBER 7, 2022

SUBJECT: ORAL REPORT ON LOCAL RETURN

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Local Return.

Measure M Local Return

December 2022 update



Susan Richan and Chelsea Meister,
Local Programming

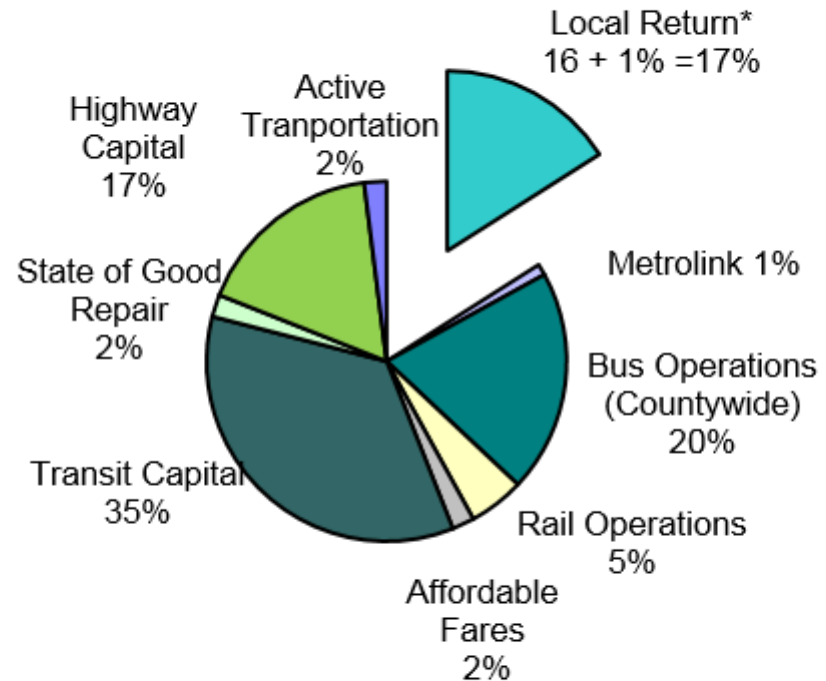


Local Return (LR) – Measure M

- Measure M (approved in 2016 – funding started FY18)
 - 17% LR share (16% share plus 1% of the 1.5% off the top)
- Requires Assurances and Understanding agreement
- Jurisdictions are audited annually for compliance to **Measure M**
Data from the LRMS
(Formerly on the Form M-One and Form M-Two)

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

MEASURE M



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

LRMS – Updates

Meetings and due dates (former met deadlines are shaded)

- Potential lapsing emails were sent to cites on February 15, 2022
- Budget information on the FY2022-23 Local Return portion of the Formula Allocation Process (FAP) transit fund estimates were emailed to cities on February 28, 2022
- Broadcast email “end of year check list” sent June 2, 2022
- The Audit Workshop for the FY2021-22 Audit was held July 22, 2022
- Cities are required to submit the 8/1 - Project Updates Table to carryover FY22 project into new FY23 due August 1, 2022
- Actuals are due by city audit date or Oct 15, 2022 – whichever comes first

- The audits are required to be completed by December 31, 2022
- We will have a listing of the audit results by the next meeting

THANK YOU!

Questions?

Susan Richan

richans@metro.net

(213) 922-3017

Chelsea Meister

meisterc@metro.net

(213) 922-5638



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Board Report

File #: 2022-0817, **File Type:** Informational Report

Agenda Number: 8.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
DECEMBER 15, 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

TAM Inventory Database Overview

- Asset Inventory Database Statistics – as of Oct. 2022 NTD update
 - 27,989 asset records tracking over 500,000 assets
 - \$22.1B Asset Replacement Value (FY23\$)
 - \$26.8 B SGR needs over 40 years (FY23\$)
 - \$2.65B Current Backlog (FY23\$)
- ETAM Reported 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 October 31, 2023

Federal Transit Administration (FTA) Reporting Requirements FY22

| FTA TAM Performance Measures / Targets | | | | | Based on FY22 Census Date (6/30/2022) | | | | FY23 Forecast (6/30/23) | | | | |
|--|--|---|---|--|---------------------------------------|------------------------------|---|--|------------------------------|---------------------------------|--|---|----------------|
| Asset Class | Performance Measure based on 49 CFR Part 625 | ① FY22 Target (reported to FTA) | ② = ⑥ / ⑤ FY22 Actual (Calc'd by FTA) | ③ = ⑩ / ⑨ FY23 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. | 34.07% | 35.45% | 36% | 274 | 268 | 95 | 6.8 | 275 | 270 | 95 | 7.5 |
| | Bus (BU) | | 2.63% | 1.52% | 1% | 1,910 | 1,841 | 28 | 6.6 | 1,715 | 1,651 | 14 | 6.9 |
| | Heavy Rail Vehicles (HR) | | 18.18% | 16.67% | 25% | 100 | 84 | 14 | 25.2 | 122 | 107 | 26 | 21.5 |
| | Light Rail Vehicles (LR) | | 0.00% | 0.00% | 0% | 298 | 247 | 0 | 8.6 | 337 | 309 | 0 | 8.5 |
| Equipment | Asset Class | Performance Measure based on 49 CFR Part 625 | FY22 Target (reported to FTA) | FY22 Actual (Calc'd by FTA) | FY23 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. | 37.83% | 37.25% | 40% | | 459 | 171 | 8.5 | | 475 | 186 | 9.0 |
| | Trucks and Other Rubber Tire Vehicles | | 40.18% | 40.12% | 46% | | 972 | 390 | 10.1 | | 954 | 433 | 10.9 |
| | Steel Wheel Vehicles | | 20.00% | 20.00% | 20% | | 10 | 2 | 9.1 | | 10 | 2 | 10.1 |
| Facilities | Asset Class | Performance Measure based on 49 CFR Part 625 | FY22 Target (reported to FTA) | FY22 Actual (Calc'd by FTA) | FY23 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% | 260 | 213 | 0 | | | | | |
| | Administration & Maintenance Facilities | | 0.00% | 0.00% | 0% | 155 | 155 | 0 | | | | | |
| Infrastructure | Asset Class | Performance Measure based on 49 CFR Part 625 | FY22 Target (reported to FTA) | FY22 Actual (Calc'd by FTA) | FY23 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. | 0.30% | 0.09% | 1% | | 31.84 miles | 0.03 miles | | | | | |
| | Light Rail (LR) | | 2.78% | 3.28% | 4% | | 171.73 miles | 5.63 miles | | | | | |

* FY22 Facility Performance Measure includes the facilities assessed in FY19 - FY22.

** FY23 Target is the forecast performance or condition rounded up to the next whole %.

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



Transit Asset Management – Accomplished and In Progress

Support Implementation of new Enterprise Asset Management System (EAMS)

- 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.
- 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 on annual basis.

Continued Condition Assessments:

- Structures (Inspections) Contract – FY23, in contract year 4 of 5. Completed 74 of 74 inspections in FY22.
- Fire Life Safety Systems – Completed contract and shared consultant’s recommendations with Operations to support their SGR capital project prioritization requests.
- Awarded Facilities Condition Assessment Contract May 2022 for FY23 required assessments
 - Started Condition Assessments. 66 to be performed in FY23.
- Completed 143 of 143 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 – Accomplished and In Progress

Provided input on development of SGR Capital Projects for FY23 Budget

- Provided SGR asset replacement needs to Operations to support project prioritization process
- Provided SGR short and long term needs to Planning and OMB for funding process'
- Working to update backlog and SGR need with funded FY22 data.

October 31, 2022 - FTA TAM Rulemaking compliance deadline:

- May - Group TAM Plan - coordinated with 33 sub-recipient transit agencies who are verified participates and gathered pertinent information including changes from last year
- June/July – Sent reminders to all asset stakeholders to begin to prepare for RY22 data collection and 6/30/2022 cutoff. Began collecting data from Operations' asset managers to update asset information
- August – Validated information with asset owners
- September – Formulated Performance Measures and Targets information, Written Narrative
- October – Received Executive Approval to upload Performance Target data
- Uploaded data into National Transit Database (NTD) for multiple (16) asset reports by ETAM
- Completed 2022 TAM Plan update, due every four years per the TAM Rulemaking



Thank you!

Denise Longley
Enterprise Transit Asset Management
State of Good Repair



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Board Report

File #: 2022-0818, **File Type:** Informational Report

Agenda Number: 9.

MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE DECEMBER 15, 2022

SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY PROJECTS

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Transit and Highway Projects.

Measure M Independent Taxpayer Oversight Committee

Highway Project Updates

Nelli Derderian, Director Finance & Administration

December 15, 2022

SR-71 Gap from I-10 to Rio Rancho Road (Southern Segment)



| Current Phase | Phase Budget | Phase Spent To Date |
|---------------|--------------|---------------------|
| Construction | \$148.10 | \$35.68 |

Purpose and Scope

- Add HOV lane to current highway converting to freeway
- Southern Segment between Mission Blvd & San Bernardino County Line
- Managed by Caltrans

Multimodal Elements

- N/A

Status

- Construction work started in May 2021 and is projected to finish in Summer 2024; 28% complete
- Planned utility relocation by third party utility companies may be delayed
- Soft costs spent to date are from TCRF & other Federal funds



Challenges

- Relocation of unforeseen utilities has already caused delays
- Right of Way encampment removal

SR-71 Gap from I-10 to Rio Rancho Road (Northern Segment)



| Current Phase | Phase Budget | Phase Spent To Date |
|---------------|--------------|---------------------|
| Design | \$40.40 | \$22.91 |

Purpose and Scope

- Add HOV lane to current highway converting to freeway
- Northern Segment from I-10 to Mission Blvd

Multimodal Elements

- Upgrade current pedestrian bridge to comply with current ADA requirements

Status

- PS&E schedule pending resolution of project funding shortfall
- 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
- Soft costs spent to date are from TCRF & other Federal funds



Challenges

- Utility & railroad coordination causing schedule delays
- Funding shortfall of up to \$99 million (\$10M in Design and \$89M in Construction)

SR-57/SR-60 Interchange Improvements



Purpose and Scope

- Major operational/capacity/safety improvements including grade-separation of the two freeways and new ramps at Grand Ave/Eastbound SR-60
- Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight; expected to start in the beginning of 2023

Multimodal Elements

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

Status

- Caltrans approved encroachment permit June 9, 2022; CTC approved allocation of \$217.9M June 30, 2022; Construction advertisement initiated on October 18, 2022
- Golf course mitigation work, early action activity is progressing as scheduled

Challenges

- Volatility of material costs may result in higher construction costs
- Required to execute Term Sheet obligation of federal funds by contract award date
- Closing negotiations with two property owners on monetary value of Right of Way impact



I-405 South Bay Curve Improvements

Southbound Auxiliary Lanes; I-105 to Artesia



Purpose and Scope

- Improve safety and operations by reducing freeway conflicts at high congestion on/off ramp locations
- Northbound and Southbound Auxiliary lane improvements between freeway on/off ramps within Caltrans Right of Way

Multimodal Elements

- High visibility crosswalks
- Pedestrian flashing beacons
- Pedestrian and cyclist signage

Status

- Environmental phase completed in 2020
- Design phase started in March 2022
- 35% design plans submitted to Caltrans in August 2022



Challenges

- Leveraging local Measure R/M funds to fully fund construction
- All expenditures spent to date are from Measure R; Measure M funds not yet expended

I-405 South Bay Curve Improvements

I-110 to Wilmington – Auxiliary Lanes



Prelim Studies

PA&ED

PS&E

Cert BID

Award

Construction

Open

Purpose and Scope

- Improve freeway operations and safety
- Spans across both directions of I-405 through construction of auxiliary lanes between on- and off-ramps to improve merging and diverging vehicle movements

Status

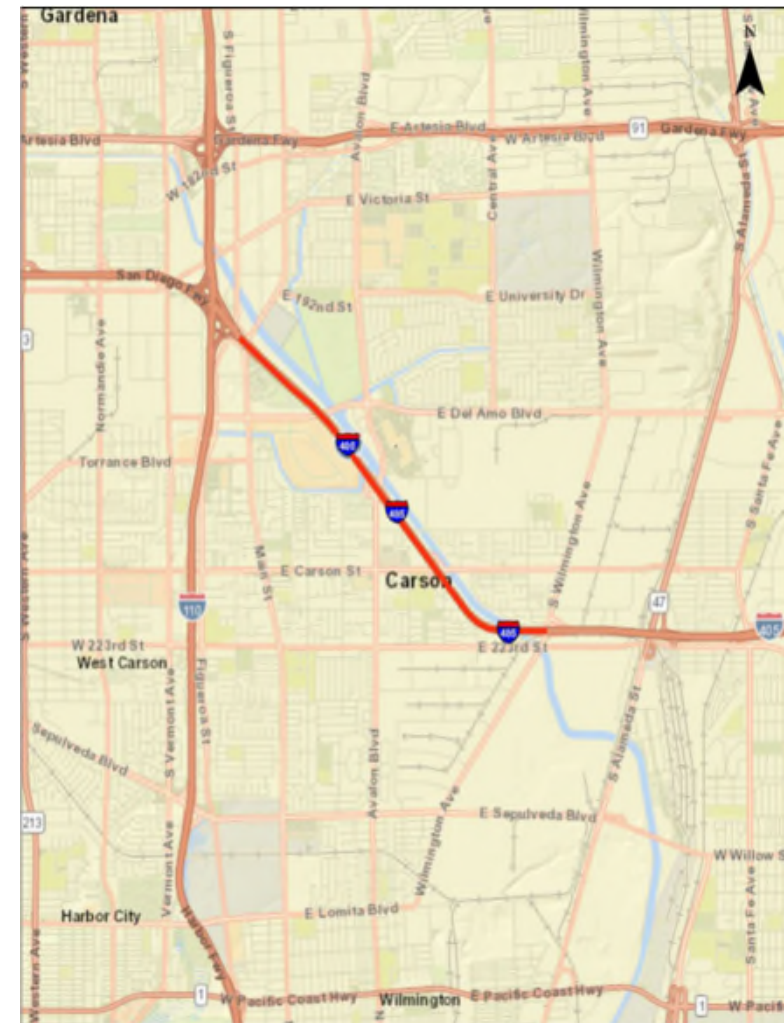
- Project Study Report completed November 2020
- Environmental phase projected to start mid-2023
- Project being scoped in collaboration with City of Carson and Caltrans in accordance with Objectives for Multi-Modal Highway Investment

Multimodal Elements

- Project may include improvements to pedestrian/bicycle facilities and transit stops

Challenges

- VMT analysis and potential mitigation
- Leveraging local Measure R/M funds to fully fund construction



Countywide Planning Major Project Updates

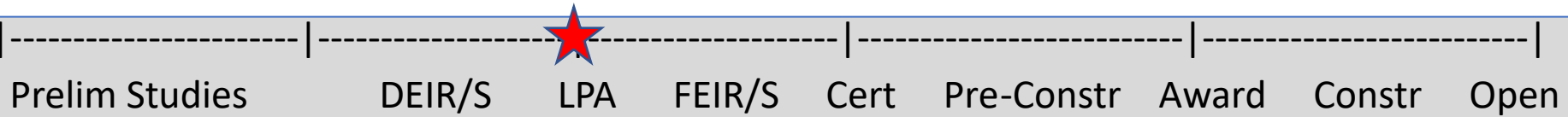
Measure M Oversight Committee (Dec. 15, 2022)



- > **Major Pillar Projects**
 - A) West Santa Ana Branch
 - B) Eastside Transit Corridor Phase 2
 - C) Sepulveda Transit Corridor
 - D) C (Green) Line Extension to Torrance

- > **Other Projects in Planning and Development**
 - Vermont Transit Corridor
 - North Hollywood to Pasadena
 - N. San Fernando Valley BRT

West Santa Ana Branch Transit Corridor



Current Phase

EIR/EIS

Most Recent Cost Estimate

\$7.1B (YOES) - IOS

Recent Activities

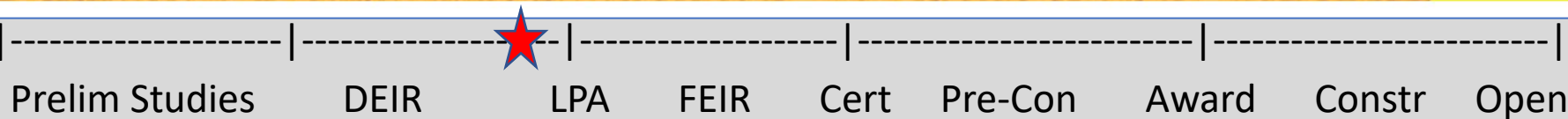
- **September 2022:** Board received an update on environmental status, project risks, advanced engineering work and cost estimates
- Continuing to meet with cities and key agencies/stakeholders (e.g., Caltrans, CPUC and USACE) to address comments including cut & cover analysis
- 9 MCAs executed and 1 remaining (Cerritos)

Next Actions

- Confirm Project definition (critical path)



Eastside Transit Corridor Phase 2

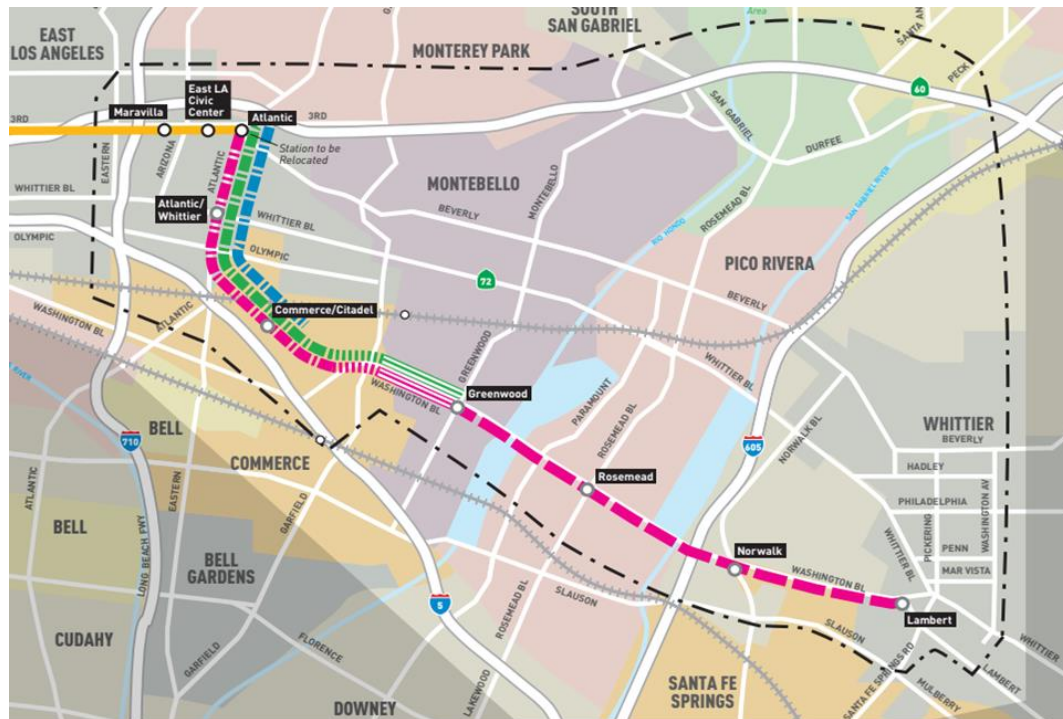


Current Phase Most Recent Cost Estimate

EIR/EIS \$7.9B (YOES) – IOS

Recent Activities

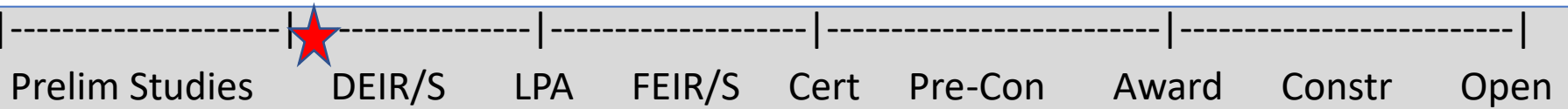
- Recirculated Draft EIR was released June 30th with a 60-day comment period ending on August 29, 2022
- Four (4) Public Hearings
 - East Los Angeles – July 21 (in-person)
 - Montebello – July 30 (in-person)
 - Virtual – Aug. 11
 - Whittier – Aug. 17 (in-person)



Next Actions

- Return to the Board for contract modifications for professional service to advance engineering activities for alternate project delivery and reinitiate National Environmental Policy Act (NEPA) study
- Board to select a Locally Preferred Alternative (LPA) Winter 2022/23

Sepulveda Transit Corridor



| Current Phase | Most Recent Cost Estimate |
|---------------|---------------------------|
| EIR/EIS | \$5.7B (2015\$) |

Recent Activities

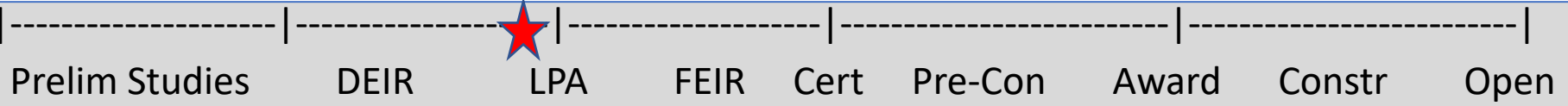
- Ongoing engagement with third party agencies, including FTA and Caltrans
- Project coordination with I-405 Express Lanes Project
- Coordination of alternatives designs and environmental review

Next Actions

- Continue to develop designs and prepare for environmental technical studies
- Continue preparation for winter community update meetings



C (Green) Line Extension to Torrance



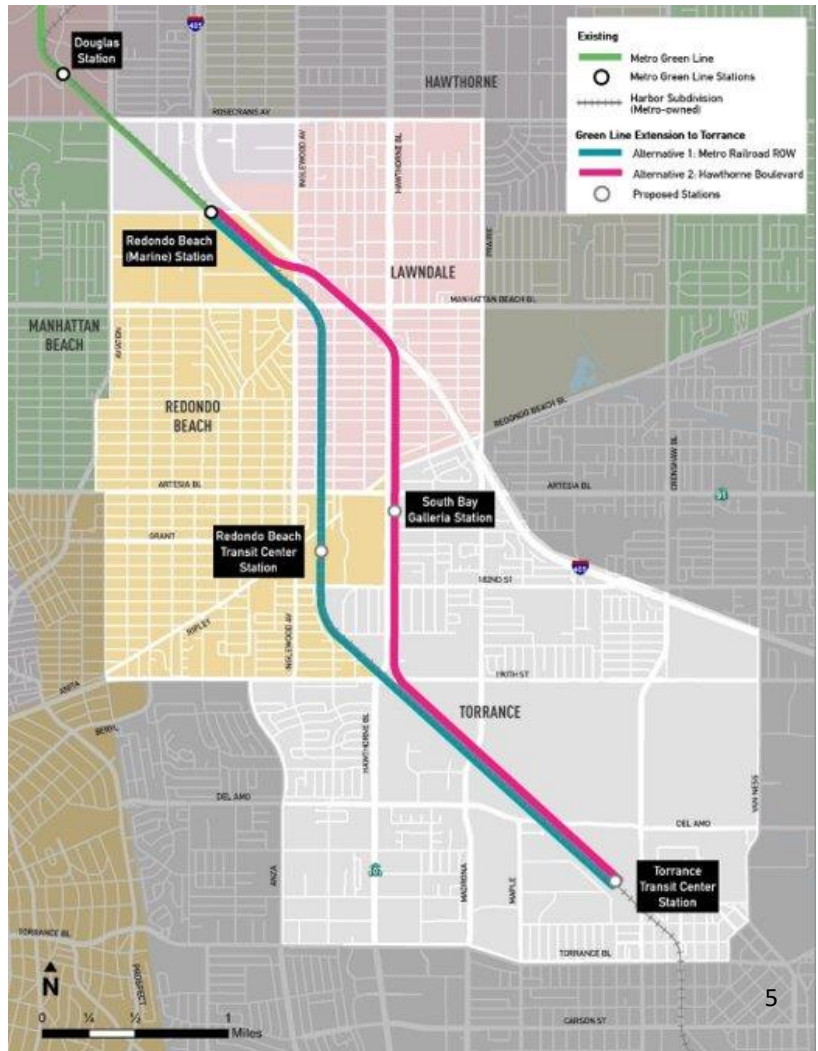
| Current Phase | Most Recent Cost Estimate |
|---------------|---------------------------|
| EIR/EIS | \$891M (2015\$) |

Recent Activities

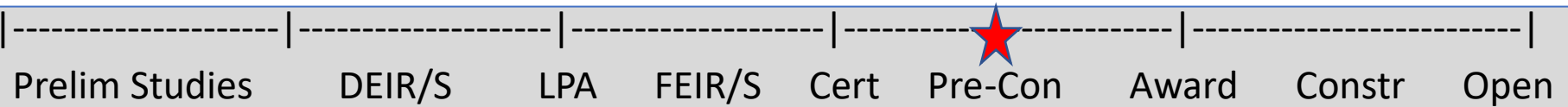
- Finalizing conceptual engineering plans and preparing environmental analysis
- Summarizing input gathered from community events
- Continuing coordination with community groups, cities, BNSF, Caltrans, utilities, and property owners

Next Actions

- Release Draft EIR: Winter 2023
- Board selection of Locally Preferred Alternative (LPA): Spring 2023



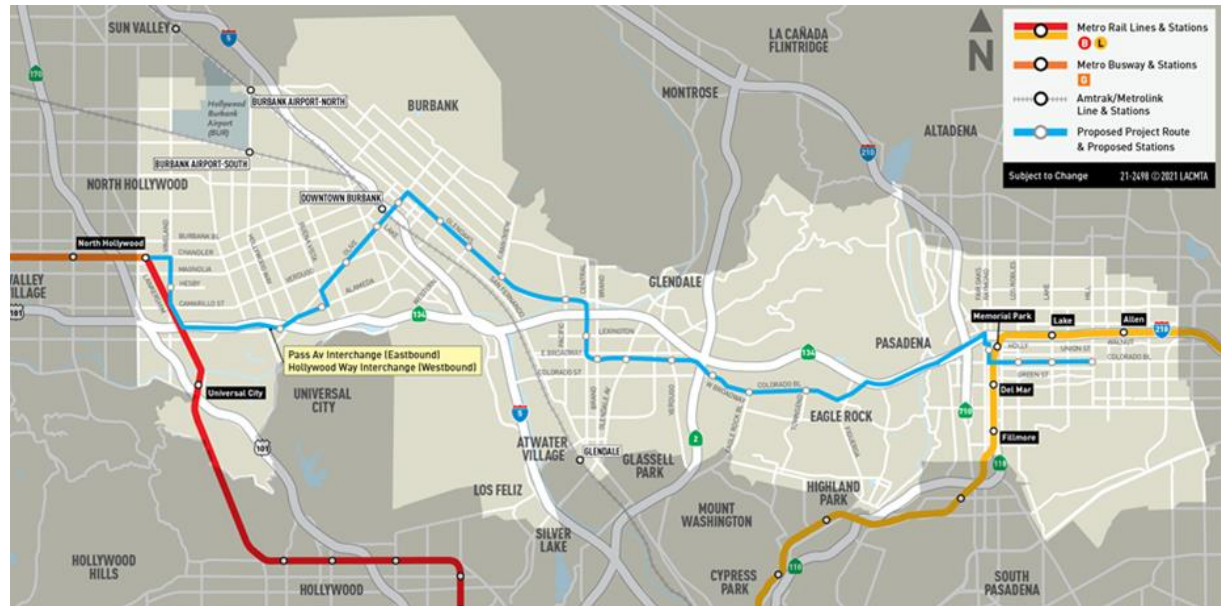
North Hollywood to Pasadena BRT



| Current Phase | Most Recent Cost Estimate |
|------------------|----------------------------------|
| Pre-Construction | \$263M - \$386M (YOES) – Capital |

Recent Activities

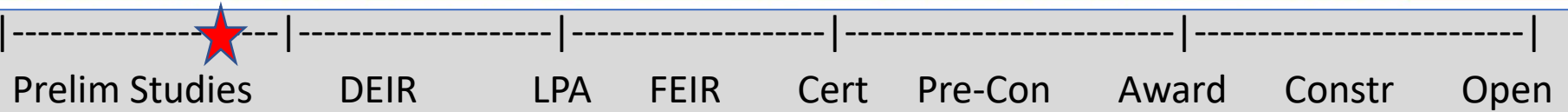
- Preliminary engineering underway
- Preparing for First/Last Mile work
- Advancing project design (e.g., bus lanes, stations, transit signal priority, etc.)



Next Actions

- Seek Board approval of a contract modification to conduct additional technical work and a First/Last Mile Plan (January 2023, anticipated)
- Prepare final design procurement for anticipated release in early 2023

North San Fernando Valley BRT Improvements



Current Phase

Most Recent Cost Estimate

Preliminary Studies

\$180M (2015\$)

Recent Activities

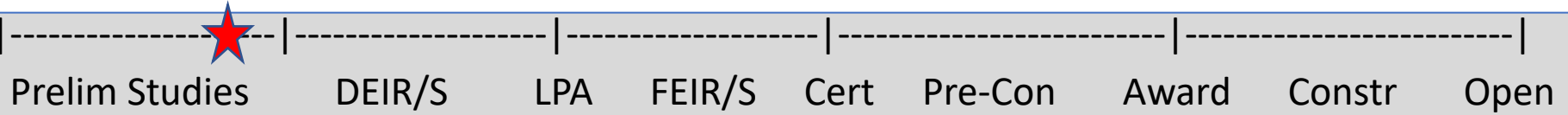
- Continue key stakeholder engagement
- September 29, 2022: Community meeting (virtual) to present Project Business Case and Racial Equity Analysis per SB288 statutory exemption requirements
- Continue evaluation of proposed BRT Network Improvements in coordination with NextGen

Next Actions

- October 2022: CSUN student engagement and SFVCOG briefing meeting
- November/December 2022: Board action on recommended BRT network improvements and authorization to file a Notice of Exemption



Vermont Transit Corridor



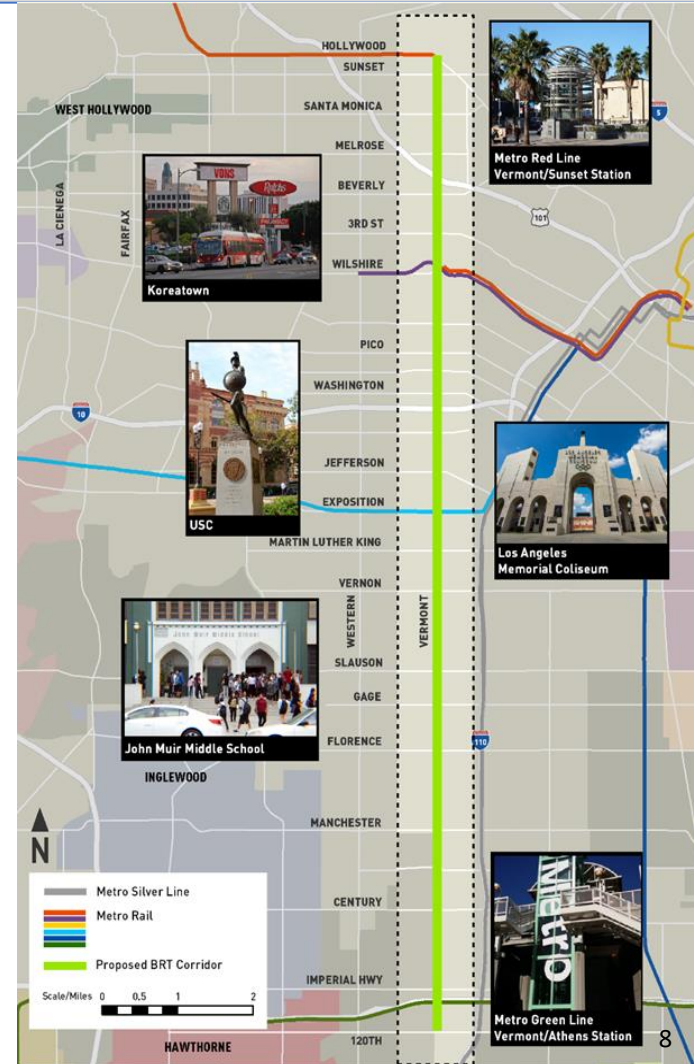
| Current Phase | Most Recent Cost Estimate |
|---------------------|---------------------------|
| Preliminary Studies | \$425M (2015\$) |

Recent Activities

- Continue community and stakeholder engagement
- September 2022: Metro motion to advance a three-pronged strategy for immediate-, mid- and long-term improvements

Next Actions

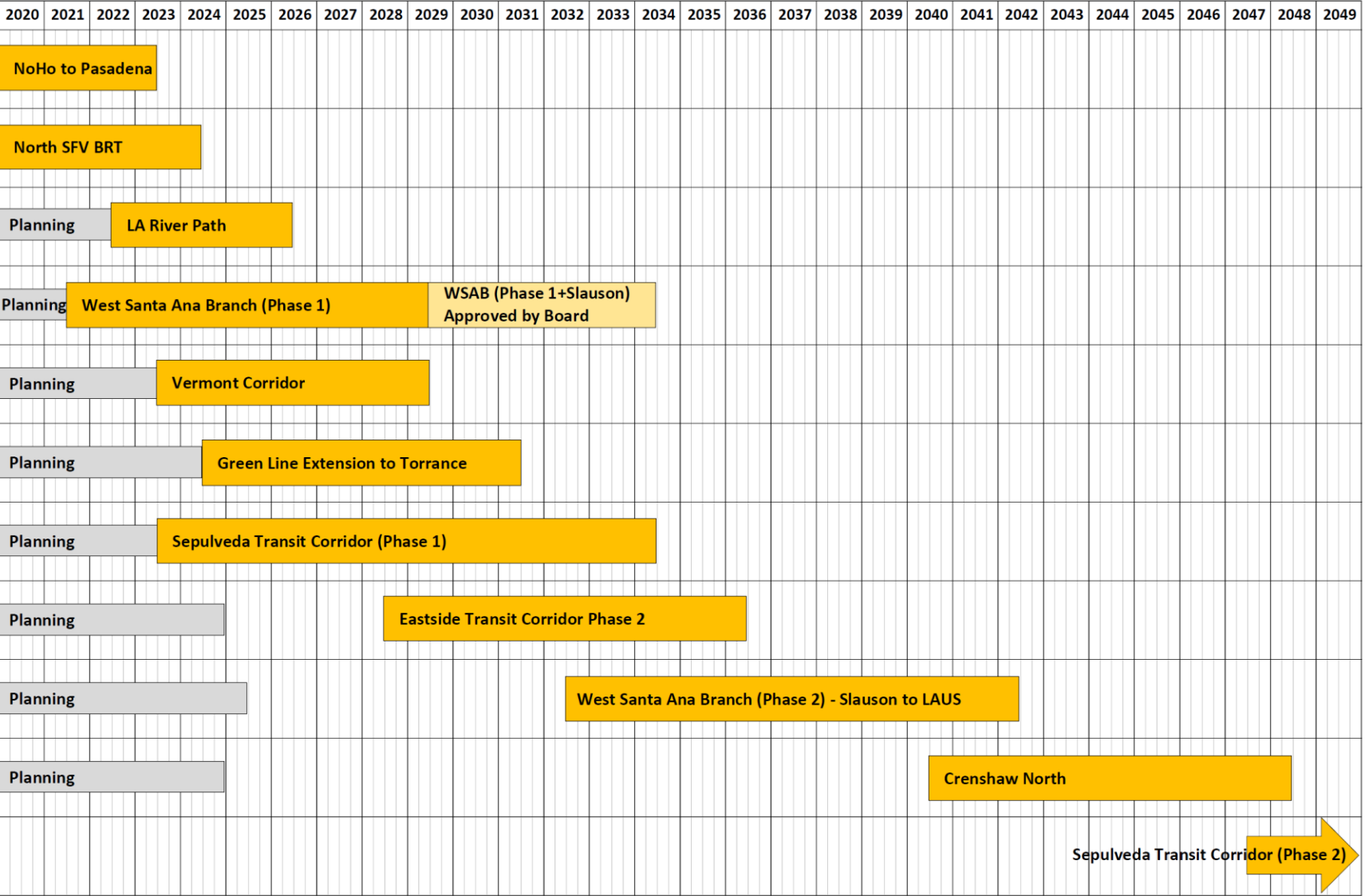
- Issue RFP for planning & environmental studies informed by CPP feedback and September 2022 Board Motion
- Coordinate with Service Planning on potential near-term, quick build improvements for local bus service



Measure M Expenditure Plan

Groundbreaking to Opening Dates

Measure M
Opening Dates
3-Year Window



| |
|----------------|
| FY 2022 - 2024 |
| FY 2023 - 2025 |
| FY 2025 - 2027 |
| FY 2028 - 2030 |
| FY 2028 - 2030 |
| FY 2030 - 2032 |
| FY 2033 - 2035 |
| FY 2035 - 2037 |
| FY 2041 - 2043 |
| FY 2047 - 2049 |
| FY 2057 - 2059 |

Program Management Major Project Status Report

Presented By

Bryan Pennington

Chief Program Management Officer

WESTSIDE PURPLE LINE EXTENSION – SECTION 3

BUDGET

| FFGA | Approved LOP* | Previous Period** | Current Forecast** |
|-------------------------------|---------------|-------------------|---|
| \$3,599M | \$3,224M | \$3,224M | \$3,224M |
| Variance from Approved LOP: | | \$0M (0%) | \$0M (0%) OK |
| Variance from Revised Budget: | | | \$0 OK |

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

**Excludes finance costs

SCHEDULE

| Original | Approved Rebaseline | (REVENUE OPERATION) Previous Period | Current Forecast* |
|---------------------------------|---------------------|-------------------------------------|--|
| Mar. 2027 | N/A | Spring 2027 | Spring 2027 |
| Variance from Original: | | +0d (0%) | +0d (0%) OK |
| Variance from Revised Schedule: | | | 0d OK |

*Current Forecast is Contractor's March Schedule update

**Approval in process

- Safety:** Project Hours: 2,109,067; Recordable Injury Rate: 1.42 vs. The National Average: 2.4
 - C1151: Project Hours: 1,099,478; Recordable Injury Rate: 2.73
 - C1152: Project Hours: 1,009,589; Recordable Injury Rate: 0.0
- Overall Project Progress is 42% complete
- Final design progress is 97% complete
- Westwood/UCLA Station**
 - UCLA station roadway deck panels and beams with associated excavation started on 8/26/22 in Wilshire Blvd and is 5% complete.
- Westwood/VA Station**
 - VA steam tunnel relocation work continues: completed heavy civil work for relocation; structure in place to support the relocated steam tunnel for upcoming station excavation; Mechanical, Electrical, and Plumbing fit-out in progress; and construction of the redundant steam and condensate lines is ongoing. SCE and VA 12" water line relocations completed.
- Tunneling**
 - Both tunnel boring machines (TBMs) "Aura" and "Iris" continue mining east of Westwood/UCLA station. Progress as of September 2, 2022, is as follows:
 - Iris "BR TBM" (westbound subway tunnel) – Reach 6: 5,362 ft (56%), overall: 9,337 ft (69%)
 - Aura "BL TBM" (eastbound subway tunnel) – Reach 6: 4,278 ft. (45%), overall: 8,247 ft. (60%)
 - Tunneling progress is slower than contractor's baseline. Contractor to mitigate schedule delay.
 - Equity:** 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



UCLA Station: Installing Structural Steel Beams for Temporary Decking



VA Steam Tunnel: Installing Redundant System (Condensate and Steam Line)

October 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro ²

GOLD LINE FOOTHILL EXTENSION PHASE 2B

| BUDGET | Approved LOP* | Previous Period | Current Forecast |
|-------------------------------|---------------|-----------------|--|
| TOTAL COST | \$1,532.8B | | \$1,532.8B |
| Variance from Approved LOP: | | \$0 (%) | \$0(%) OK |
| Variance from Revised Budget: | | \$0 | \$0 OK |

| SCHEDULE | Approved Rebaseline | (Substantial Completion) Previous Period | Current Forecast* |
|---------------------------------|---------------------|--|---|
| Original | | | |
| January 2025 | | | December 2024 |
| Variance from Original: | | +0d (0%) | +353 (-18%) OK |
| Variance from Revised Schedule: | | | TBD OK |

- Safety:** Project Hours: 1,176,236 Recordable Injury Rate: 0.51 vs. The National Average: 2.4

- Overall Project progress is 59% complete.**

Completed construction at Route 66 LRT bridge and LRT bridge structures at Little Dalton Wash, San Dimas Wash, Puddingstone Channel, Marshall Creek, and Live Oak Channel

- Metro Gold Line Foothill Extension Authority**

The Contractor Kiewit Parsons Joint Venture (KPJV) have completed work at more than half of the grade crossings, completion on the freight track relocation and have started work on all bridges.

The design of the 9 mile, 4 Station extension is substantially complete.

First of the four new light rail stations is under construction at Glendora.

CPUC has approved 49 of 49 grade crossings to date

- Construction Continues at:**

Glendora, San Dimas, La Verne and Pomona Stations

Foothill/Grand Avenue, Foothill/Grand Ave and Lone Hill LRT Bridges

Installed Monte Vista TPSS

Construction of SCRRRA Maintenance-of-way building

210 and 57 Freeway anchor and support walls

construction of MSE retaining walls throughout the project

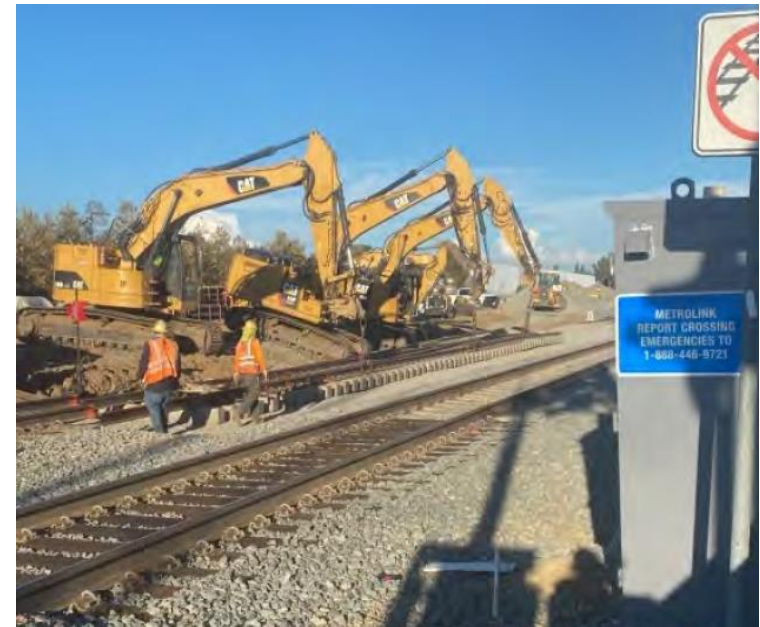
Construction of 210 and 57 Freeway anchor and support walls

Light rail alignment track construction

LRT train control installation

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

Garey East – Metrolink Turnout installed



October 2022

OK On target

◆ Possible problem (5-10% variance)

▲ Significant Impact (over 10% variance)



AIRPORT METRO CONNECTOR (AMC) PROJECT

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

*Approved April 2021 Board

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

*Current Forecast is Metro's August 2022 Schedule update

Safety: Project Hours: 129,560; Recordable Injury Rate: 1.54 vs. The National Average: 2.4

Progress:

- Early Works Phase construction is 95.6% complete and is in close-out phase.
- North Turn back and reconfiguration with turnback facility is completed and undergoing pre-revenue testing.
- Primary Station Construction (21.4%) continues with installation of final structural footings and start of station platform concrete, underground utilities, delivery and preparation for steel erection, and procurement of long-lead material. Work within the Light Rail Transit (LRT) area has been expedited.
- **Equity:** 100% of the project is located within or adjacent to Equity Focus Communities.



October 2022

OK On target
 ◆ Possible problem (5-10% variance)
 ▲ Significant Impact (over 10% variance)



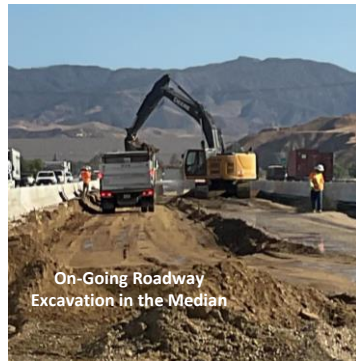
I-5 NORTH COUNTY ENHANCEMENTS

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

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

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

- **Safety:** Project Hours: 102,930; Recordable Injury Rate: 0.00 vs. The National Average: 2.4
- **Overall Project progress is 15% complete**
- Construction Stage 1, Phase 1 & 2:
 - Partial Demolition/Pile Driving/Footing and Abutment/Bent Construction on several bridges
 - Retaining Walls, Drainage, Barrier/Roadway Demo, Excavation, and Base Placement
- Project Team continues to coordinate with stakeholders: Caltrans, Federal Highway Administration (FHWA), City of Santa Clarita, Los Angeles County, CHP, NPS, CDFW, and other local stakeholders.
- Project is preparing for single-direction freeway closures in November to support Weldon Canyon bridge construction activities with the community and above stakeholders.
- **Equity:** This project is not located within or adjacent to Equity Focus Communities.



October 2022 OK On target Possible problem (5-10% variance) Significant Impact (over 10% variance)

I-105 EXPRESS LANE PROJECT

| BUDGET | Approved LOP (pre-Con.) | Previous Period | Current Forecast |
|-------------------------------|----------------------------|--------------------|---------------------------|
| TOTAL COST | \$119.4 M | N/A | \$780M |
| Variance from Approved LOP: | | \$0M (0%) | \$0M (0%) OK |
| Variance from Revised Budget: | | | \$0 OK |

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

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

Progress:

- The Phase 1 (Pre-Construction) CM/GC, Roadside Toll Collection System (RTCS) and PMSS contracts were approved by the Board in August 2022. Phase A - Pre-construction LOP established.
- Limited Notice to Proceed (LNTF) was issued to CMGC Contractor on October 25th. The full NTP is anticipated in November.
- Segment 1 of the project (between I-405 and Central Ave.), 95% Design is in progress.
- Segment 3 of the project (between 710 and Studebaker Rd.), 35% Design was submitted to Caltrans in October. Segment 2 submittal is upcoming in December 2022.
- Kick-off meeting with the PMSS Contractor was held on October 26th.



Traffic on 105 Freeway Westbound



The Project Map

October 2022



On target



Possible problem (5-10% variance)



Significant Impact (over 10% variance)



Metro 6

G LINE BRT IMPROVEMENTS PROJECT

| BUDGET | Approved LOP | Previous Period | Current Forecast |
|-------------------------------|--------------|-----------------|---|
| TOTAL COST | \$149.7 | N/A | \$392 M - \$476 M |
| Variance from Approved LOP: | | \$0M (0%) | \$0M (0%) OK |
| Variance from Revised Budget: | | | \$0 OK |

**Project will work within the annual budget constraints until LOP is established*

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

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

- **Progressive Design Build Contract:**
 - Progressive Design Build (PDB) Contract approved by Board in August 2022. Phase A - Pre-construction LOP established.
- **Utility Owner-performed AURs:**
 - Sepulveda – removal of poles and overhead wires pending PDB contractor installation of new power service.
 - Vesper – DWP crews completed cable pulling in August, Charter tentative construction start in October.
 - Sylmar – work complete within City ROW, DWP license agreement executed, remaining work to commence in October.
- **Property Acquisitions underway:**
 - Eight acquisitions underway, all-in negotiation or agreement phase.
 - Offers presented to owners between March 31, 2022 and May 24, 2022.
 - Board adopted Resolution of Necessity for all properties in August 2022.
- **Equity:** 11 of 17 stations (65%) are within or adjacent to Equity Focus Communities.



DWP Overhead Construction at Vesper



DWP Overhead Construction at Vesper

October 2022



On target



Possible problem (5-10% variance)



Significant Impact (over 10% variance)



Metro 7



Metro

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

Board Report

File #: 2022-0819, **File Type:** Informational Report

Agenda Number: 10.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
DECEMBER 15, 2022**

SUBJECT: ORAL REPORT ON ACTIVE TRANSPORTATION

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Active Transportation.



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



MEASURE M ACTIVE TRANSPORTATION UPDATES

Metro Active Transport Program



- > ATC 1: Avalon/MLK/Gage & Redondo Beach Boulevard
 - Existing conditions analysis
 - Community engagement started Oct 2022
- > FLM 1 & 2: Hollywood/Highland & Hollywood/Vine
 - Starting 100% Construction Plans
- > FLM 6: Sepulveda Orange Line
 - Community Engagement started Oct 2022

Multi-Year Subregional Programs



- > Board approval of \$13.1M programmed for South Bay Cities
 - Torrance School Safety and Accessibility Program
 - El Camino Village Traffic and Pedestrian Safety Enhancements
 - Torrance Active Transportation Open Space Corridor Multi-Use Trail
 - Torrance Fiber Network and Traffic Signal Optimization

LA River Path (Central Cities)

- > Anticipated release of Draft EIR in Spring 2023
- > Continued engagement with USACE and other key stakeholders
- > Anticipated selection of US-101 bridge alignment to connect with Union Station – Jan 2023
- > PDT Meeting held Oct 5
- > Outreach
 - Public Meetings held on Sep 29 and Oct 1
 - Ongoing public engagements through pop-up and other community events



LA River Path (San Fernando Valley)

- > Measure M Funding Agreement under development
- > Awarded \$34M in ATP Cycle 6 funding



Active Transportation Strategic Plan



> Network Prioritization

- Online Comment Map
- Recent TWG Meetings & Community Briefings
- CBO Partnership

> Implementation Strategies

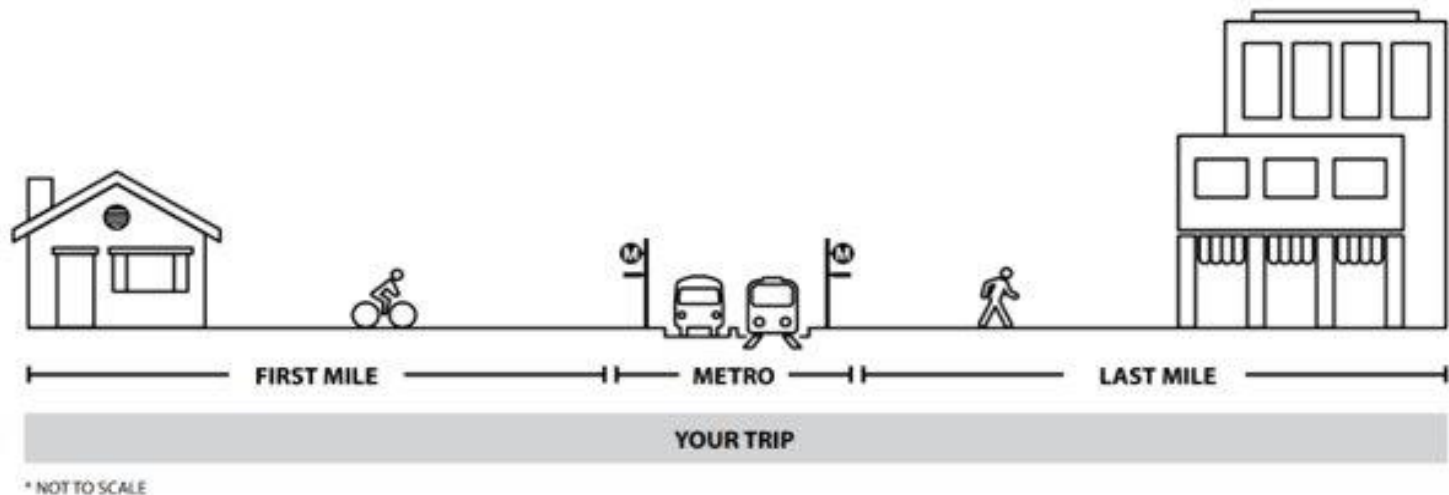
- Phasing Approach
- Cost Estimation
- Network Benefits

> Draft Plan in early 2023



First/Last Mile Program

- > Follow-up actions from FLM Guidelines (May 2021)
 - Finalizing priority projects from previously completed plans (Board action in Oct 2022)
 - Preparing for project implementation partnerships with cities
- > Prep for next batch of corridor project plans
 - West Santa Ana Branch
 - North Hollywood to Pasadena BRT



Thank you



Jan Yonan, *Transportation Associate*
Metro
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012



213.547.4277



yonanj@metro.net



metro.net/about/active-transportation/



@metrolosangeles



losangelesmetro

