



Metro

Virtual Online Meeting

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Agenda - Final

Wednesday, June 2, 2021

10:30 AM

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LACMTA - Board Secretary's Office

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

Measure M Independent Taxpayer Oversight
Committee

Linda Briskman – Chair

Ryan Campbell – Vice Chair

Virginia Tanzmann

Richard Stanger

Gregory Amparano

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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

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

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

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

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

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LIMITED ENGLISH PROFICIENCY

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



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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TDD line (800) 252-9040

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

CALL TO ORDER

ROLL CALL

1. **SUBJECT: REMARKS BY THE CHAIR** [2021-0318](#)
RECOMMENDATION
RECEIVE remarks by the **Chair**.

2. **SUBJECT: MINUTES** [2021-0319](#)
RECOMMENDATION
APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held March 3, 2021.

Attachments: [MINUTES - Measure M March 3, 2021](#)

3. **SUBJECT: Oral Report on Budget** [2021-0262](#)
RECOMMENDATION
RECEIVE Oral Report on Budget

Attachments: [Attachment A - Budget Overview](#)

4. **SUBJECT: Oral Report on Local Return** [2021-0263](#)
RECOMMENDATION
RECEIVE Oral Report on Local Return

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

5. **SUBJECT: Oral Report on State of Good Repair** [2021-0264](#)
RECOMMENDATION
RECEIVE Oral Report on State of Good Repair

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

6. **SUBJECT: Oral Report on Major Planning Phase Transit Projects in the Expenditure Plan** [2021-0375](#)
RECOMMENDATION
RECEIVE Oral Report on Major Planning Phase Transit Projects in the Expenditure Plan

Attachments: [Attachment A - Major Planning Phase Projects](#)

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

[2021-0265](#)

RECOMMENDATION

RECEIVE Oral Report on Transit and Highway Project Status

Attachments: [Attachment A - Transit Projects Overview](#)
 [Attachment B - Highway Projects Overview](#)

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

[2021-0266](#)

RECOMMENDATION

RECEIVE Oral Report on Active Transportation

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

SUBJECT: GENERAL PUBLIC COMMENT

[2021-0321](#)

RECEIVE General Public Comment

GENERAL PUBLIC COMMENT

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

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

Adjournment



Metro

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

Board Report

File #: 2021-0319, **File Type:** Minutes

Agenda Number: 2.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE JUNE 2, 2021

SUBJECT: MINUTES

RECOMMENDATION

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



Virtual Online Meeting

MINUTES - AMENDED

Wednesday, March 3, 2021

10:30 AM

**Measure M Independent Taxpayer Oversight
Committee**

**DIRECTORS PRESENT:
Linda Briskman – Chair
Ryan Campbell – Vice Chair
Virginia Tanzmann
Richard Stanger
Gregory Amparano**

CALLED TO ORDER: 10:37 A.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR

2021-0075

RECEIVED remarks by the **Chair**.

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

2. SUBJECT: MINUTES

2021-0076

APPROVED Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held December 2, 2020.

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

3. SUBJECT: MEASURE M AUDITS OF FISCAL YEAR 2020

2020-0935

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, 2020 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, 2020 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, 2020 completed by Simpson and Simpson (Simpson), CPAs.

Director Amparano asked if Metro provides reminders of the submission deadline of the Expenditure Plan Form M-1. Staff sends numerous reminders to all cities. He asked if a significant deficiency would be characterized as a material weakness or will material weaknesses always be measured on their own merit. A repeat finding is escalated on how the finding is categorized but is also based on the materiality. If the finding is material to the funds spent or there are repeat deficiencies, it would automatically be categorized as a material weakness and actions would need to be taken.

(continued on next page)

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

(Item 3 – continued from previous page)

Director Briskman asked if Bell Gardens had an issue with staffing. She also commented that the deadline is not taken seriously because there is no penalty for late submission. Bell Gardens contracted a consultant and the consultant was not able to submit the expenditure plan on time.

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

4. SUBJECT: Oral Report on Budget **2020-0937**

RECEIVED Oral Report on Budget

Director Stanger commented that in the last meeting, Mr. Phillips asked the committee to suggest better ways to reflect the requirements in the Measure M language. Mr. Stanger noted that Metro lacks clear information on how operating funds are effectively being utilized. Furthermore, Prop A, Prop C and Measure M operating funds are blended and it is not possible to assign Measure M funds to any particular transit services. He and staff will be determining how best to reflect the intent of the Measure M language over the next several reporting cycles.

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

5. SUBJECT: Oral Report on Local Return **2020-0938**

RECEIVED Oral Report on Local Return

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

6. SUBJECT: Oral Report on State of Good Repair **2020-0940**

RECEIVED Oral Report on State of Good Repair

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

7. SUBJECT: Oral Report on Transit and Highway Project Status 2020-0941

RECEIVED Oral Report on Transit and Highway Project Status

Public comment by Jason L. asking staff to provide a report on all incomplete expenditure plan projects at the next meeting.

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

8. SUBJECT: Oral Report on Active Transportation 2020-0942


RECEIVED Oral Report on Active Transportation

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

Next meeting tentatively scheduled for June 2, 2021.

MEETING ADJOURNED AT 12:42 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Christina Goins, Interim Board Secretary

###



Metro

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

Board Report

File #: 2021-0262, **File Type:** Oral Report / Presentation

Agenda Number: 3.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 2, 2021**

SUBJECT: Oral Report on Budget

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Budget

Fiscal Year 2022 Proposed Budget

Measure M Taxpayer Oversight Committee



May 2021

AGENDA

- FY22 Proposed Budget
- FY22 Resources Summary
- Program Highlights
 - ❑ Transit /Highway Construction Expansion
 - ❑ Regional Rail
 - ❑ Operations & Maintenance
 - ❑ State of Good Repair (SGR)
 - ❑ Congestion Management
 - ❑ Other Mobility Initiatives
 - ❑ Regional Subsidies Funding
 - ❑ Oversight/Debt Services
- Measure M Overview
- Questions?



FY22 Proposed Budget

Road to Recovery: Equity, Restoration and Service Enhancement



Bus & Rail Service Restoration



Implementation of NextGen



One-seat rides with Crenshaw/LAX & Regional Connector



Customer Experience

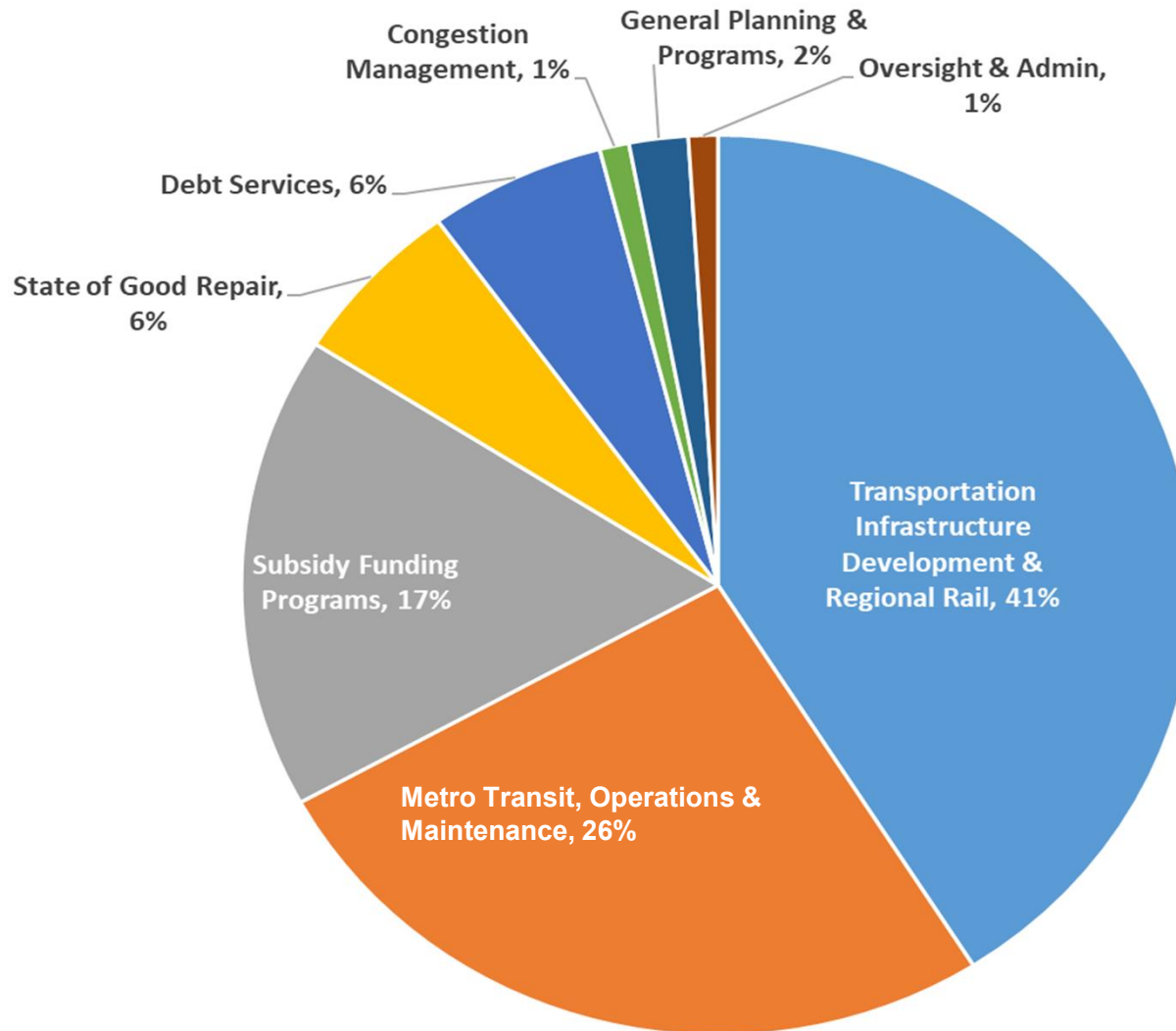


Equity & Race Lens

New Security Model

FY22 Proposed Budget: \$8.0B

Preliminary Estimates



FY22 Budget: Expenditures as a % total

Federal Stimulus Funding



Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA)

	Metro Board Adopted CARES Act Allocation	Distribution %	Adopted	Proposed	CRRSA Act Allocation Proposed Total
			CRRSA Act Allocation Round 1	CRRSA Act Allocation Round 2	
Metro	\$ 747,358,876	74.8794%	\$ 587,592,479	\$ 94,952,366	\$ 682,544,845
Municipal Operators *	124,128,084	12.4366%	97,592,644	15,770,543	113,363,187
Eligible Operators*	23,846,507	2.3892%	18,748,728	3,029,712	21,778,440
Tier 2 Operators	4,534,038	0.4543%	3,564,775	576,052	4,140,828
Metrolink	56,432,000	5.6540%	44,368,268	7,169,717	51,537,985
Access Services	33,500,000	3.3564%	26,338,549	4,256,194	30,594,742
Regional Paratransit/Vol. Reporters	8,284,094	0.8300%	6,513,164	1,052,499	7,565,663
	\$ 998,083,598	100.0000%	\$ 784,718,607	\$ 126,807,083	\$ 911,525,690

Note: For comparison, the CARES Act Allocation excludes funds appropriated directly to agencies - \$69,924,688.

* Foothill BSCP Included in Municipal Operators

- The SCAG Regional Council approved the distribution of a total of \$911.5 million, in two separate rounds (Round 1 and Round 2) to Los Angeles County.
- Providing relief funding to transit operators throughout LA County
- CRRSAA funding will be used to support the Metro Transit Program augmenting bus and rail eligible funds.



Transit Infrastructure Program: \$2.5B

Major Transit Construction and Transit Planning Projects



Transit Construction:

- Crenshaw/LAX, Regional Connector project & Westside Subway Purple Line Ext (PLE) Sections 1, 2 & 3 continue construction progress & systems testing
- Airport Metro Connector begin construction phase
- Gold Line Foothill Extension 2B major construction continues
- G Line (Orange) Line Bus Rapid Transit Improvements begins major construction
- East San Fernando Valley LRT



Transit Planning:

- Sepulveda Corridor: predevelopment work to explore monorail and heavy rail
- West Santa Ana Branch: continued development of Public Private Partnerships
- Eastside Extension Phase 2: environmental and advanced conceptual engineering
- North San Fernando Valley BRT: continue environmental review
- BRT Connector B (Red)/G (Orange) to L (Gold): finalize environmental review
- Crenshaw Northern Extension: continue environmental review
- C Line (Green) Extension: continue draft environmental process



Highway Program: \$480M

Major Highway Projects in construction and design



Highways:

- I-5 North County HOV expansion will ramp up construction activities
- Ongoing construction for I-5N & I-5S segments
- SR-57/SR-60 Interchange Improvements complete Final Design
- SR-71 Gap (south segment) will ramp up construction activities
- Fund Sub Regional Operational Improvement projects for:
 - South Bay I-405, I-110, I-105 & SR-91 Ramp & Interchange Improvements
 - Gateway Cities I-605, SR-91, I-405 Corridor Hot Spots
 - Gateway Cities I-710 South & Early Action projects
 - North County SR-138 Capacity Enhancements
 - Arroyo Verdugo & Las Virgenes/Malibu



Regional Rail: **\$109.6M**



Regional Rail \$109.6M

FY22 Budget Supports completion of ROW acquisition & construction for:

- Link Union Station
- Rosecrans & Marquardt Grade Separation
- Brighton to Roxford
- Lone Hill to CP White double line tracking
- Doran Street Grade Crossing
- High Desert Corridor Rail Service Study
- Antelope Valley Enhancements Environmental Study

Metro is committed to supporting Metrolink's commuter rail ops & SGR/Capital program



Transit Operations & Maintenance: \$2.1B



State of Good Repair (SGR): **\$442M**



Bus Purchases

Near zero-emission CNG buses
Zero-emission electric buses and infrastructure

\$59M



Rail Car Purchases

Light Rail
Heavy Rail
For replacement and expansion

\$92M



Rail Vehicle Maintenance

Light Rail -
Modernization for P2000 cars
Heavy Rail -
Modernization of A650 cars

\$90M



Wayside Systems

Track maintenance
Repair/replacement of signals, switches, and circuits

\$77M



Other

Facilities Maintenance
Bus Maintenance
Regional & Hubs
Technology
Non-Revenue Vehicles/Other SGR

\$124M

Congestion Management: \$104.7M



Congestion Management

- ExpressLanes Operations, Maintenance, and Enforcement
- Freeway Service Patrol
- Call Box Program
- Regional Integration of Intelligent Transportation System(RIITS)
- 511 Traveler Information
- Rideshare Services
- I-10 Pilot, Occupancy Detections System



Other Corridor Programs

- Bus service enhancement (Metro, Foothill Transit, Gardena Transit, Torrance Transit)
- ExpressLanes Revenue Reinvestment Grant Program
- I-10 ExpressLanes Extension Alternative Study

Other Mobility Initiatives: \$172M

Planning and Development



Active Transportation - \$37M

- Bike Share, Bike Programs, and Bike Paths

Grants & Project Planning - \$31M

- Grants, Planning, and Transit Court

Property & Parking Maintenance - \$45M

- Maintenance for Union Station, Parking Facilities, and Other Properties

System Connectivity - \$17M

- System Connectivity Programs and First/Last Mile Connections

Community Development - \$22M

- Transit Oriented Communities (TOC), Joint Development Projects, and Public-Private-Partnerships (P3's)

Art & Sustainability - \$20M

- Art, Design, and Sustainability Projects



Regional Subsidy Funding: **\$1.38B**



Subsidy Program is funding that passed through Metro to regional partners to address transportation needs at the local level.



\$686M - Local Return to 88 cities and County of Los Angeles for transit and mobility improvements



\$437M - Regional Transit – Municipal Operators, Paratransit/Dial-A-Ride
\$123M - Access Services – ADA mandated paratransit service



\$119M - Regional Federal grants - TOD Planning, Open Streets, Regional TSM/TDM Grants, Active Transportation Bike Infrastructure, Wayfinding



\$15M - Fare Assistance - LIFE Program provides transportation assistance to low-income individuals of LA County

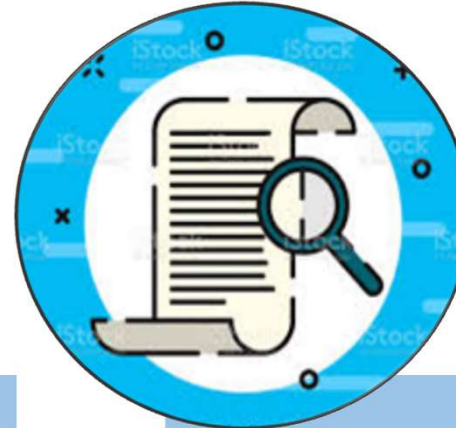
Oversight/Admin & Debt: **\$582.6M**



Debt Service Cost \$512.9M

Anticipated following projects will use debt proceeds in FY22:

- Blue Line Track & System Refurbishment
- Regional Connector
- Westside Subway Ext. Sec. 1 & 2
- Alameda Corridor East
- Sepulveda Pass Transit
- I-5, I-710, SR-170, SR-710, Other Hwy and MM/MR Projects



Oversight & Admin \$69.7M

Investments in:

- Racial justice
- Equity
- Climate action
- Reimagination of LA County's transportation network

Measure M – FY22 Budget



Estimated Resource Availability

Measure Category	Estimated Revenue (000's)
Administration (1.5%)*	\$4,325.0
Local Return (16%)*	144,974.0
ADA Paratransit/Fare Subsidy (2%)	17,041.0
Transit Construction (35%)	298,208.0
Regional Rail (1%)	8,520.0
Metro SGR (2%)	17,041.0
Active Transportation (2%)	17,041.0
Highway Construction (17%)	144,844.0
Metro Rail Operations (5%)	42,601.0
Countywide Bus Operations (20%)	170,405.0
Current Year Revenues	\$865,000.0
Carryforward Fund Bal	379,323.5
Total Funding Available	\$1,244,323.5



*Reflects transfer of 1% Administrative Fund to Local Return

Measure M – FY22 Budget



Estimated Resource Utilization

FY22 Funding Demand by Program	(000's)
Debt Service*	406.2
General Planning & Programs	19,068.6
Metro Transit - Operations	164,123.9
Metro Transit - SGR	26,667.6
Overhead, Oversight, Admin	5,395.1
Regional Rail	9,846.3
Subsidy Funding Programs	236,114.5
Transportation Infrastructure Development	547,761.7
TOTAL FY22 Funding Demand	1,009,383.8
Changes in Fund Balances	(136,954.8)
Ending Fund Equity	234,939.7

*Prior to the issuance of any debt obligation, Committee approval will be sought



Metro

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3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2021-0263, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 2, 2021**

SUBJECT: Oral Report on Local Return

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Local Return

Measure M Local Return

June 2021 update



Susan Richan and Chelsea Meister,
Local Programming



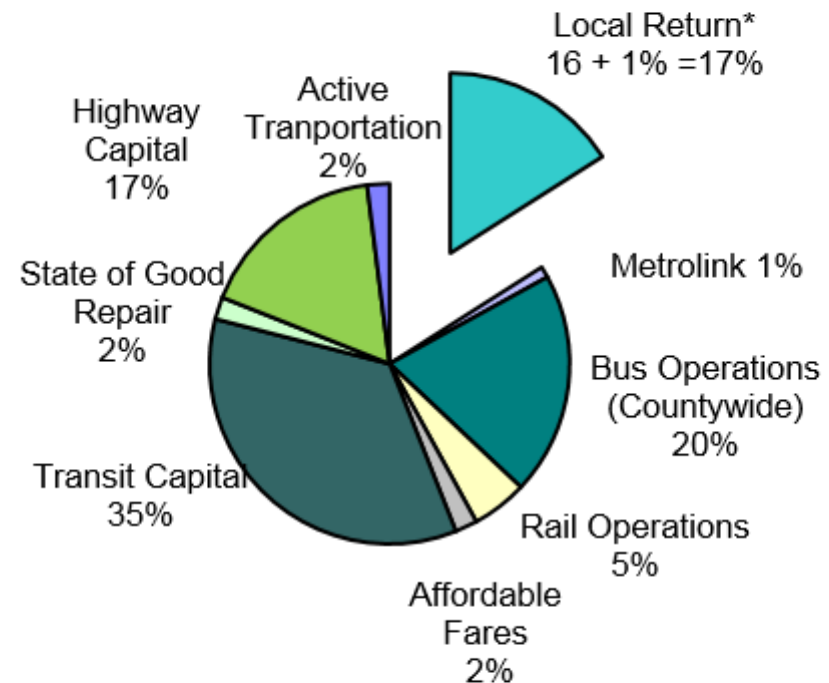
Local Return (LR) – Measure M

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

- Jurisdictions are audited annually for compliance to **Measure M**
Data from the LRMS
(Formerly on the Form M-One and Form M-Two)

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

MEASURE M



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



Local Return Managements System (LRMS) Dashboard



Reporting Fiscal Year
2021

City of Avalon
Local Returns Dashboard - 2021

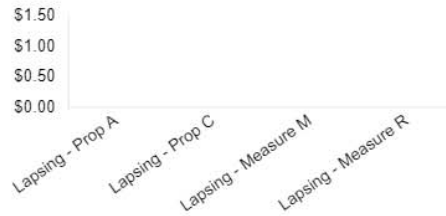
Audra McDonald
3105100220
amcdonald@cityofavalon.com

of Budget Requests

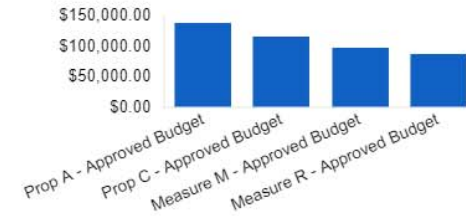


- Total Approved Projects - PA
- Total Approved Projects - PC
- Total Approved Projects - MM
- Total Approved Projects - MR

Lapsing Report



Budget Requests by Fund Source



Data Intake Section

- Enter Budget Requests
- Actuals - (Prop A)
- Actuals - (Measure M)
- City of Avalon - TDA3
- Actuals - (Prop C)
- Actuals - (Measure R)
- 8/1/2020 - Project Status Update

Reports Section

- [Budget Listings - Prop A](#)
- [Budget Listings - Measure M](#)
- [Budget Report for Dashboard](#)
- [Budget Listings - Prop C](#)
- [Budget Listings - Measure R](#)
- [Lapsing Report - Avalon](#)

Historical Reports



LRMS – Details

- Phase 1 of LRMS rollout has been completed
- The LRMS went live on September 1st 2020 and responses from cities have been overwhelmingly positive
- Cities entered their “Project Status Update” and “Actuals” forms in the LRMS for the FY20 Audit
- Cities continue to enter their budget requests and TDA3 claims for FY21
- Many enhancements and improvements are coming within the next year
- Capital Reserve compatibility and enhancement

LRMS – Future Enhancements coming

- Audit section
 - Cities and staff can view audit findings in one clean and cohesive place
 - Auditors will eventually be given viewer-only access to the LRMS
- Revenue Summary Form (taken and improved from Measure M Form 2)
- Date Tracking for Actuals & 8/1 Reporting of Budget carry over
- Improvements to PowerBI reporting tool

FY21 Measure M Project Budget Breakdown – LRMS

Approved Budget 2021

\$365,424.33K

Total No of Projects in 2021

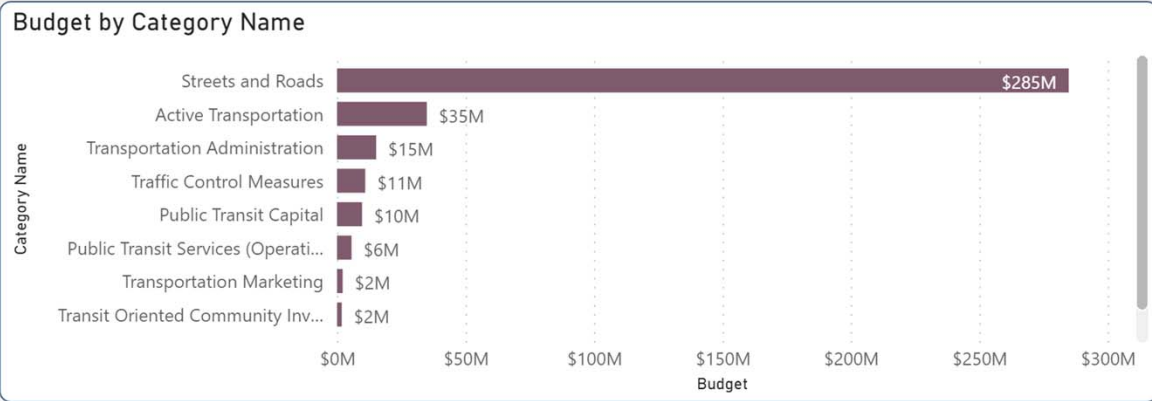
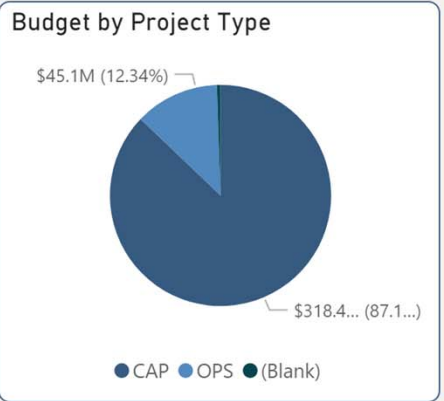
0.55K

Fiscal Year
2021

Category Name
All

Sub-Category
All

Project Type
All



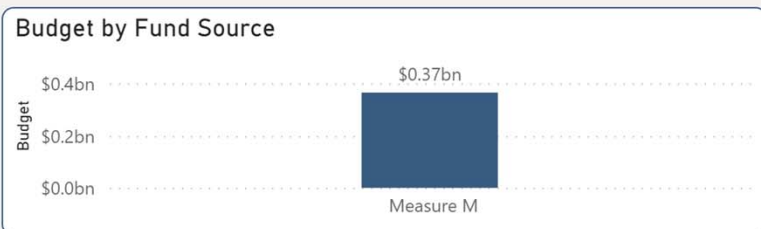
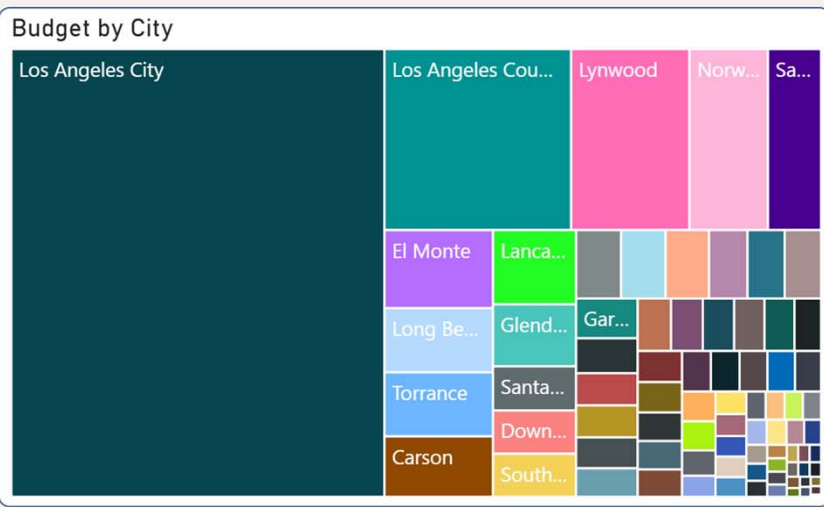
Fund Source
Measure M

Subregion
All

Board Member
All

City

- Agoura Hills
- Arcadia
- Avalon
- Azusa



THANK YOU!

Questions?

Susan Richan

richans@metro.net

(213) 922-3017

Chelsea Meister

meisterc@metro.net

(213) 922-5638





Metro

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Board Report

File #: 2021-0264, **File Type:** Oral Report / Presentation

Agenda Number: 5.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 2, 2021**

SUBJECT: Oral Report on State of Good Repair

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on State of Good Repair



Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management
State of Good Repair



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.*



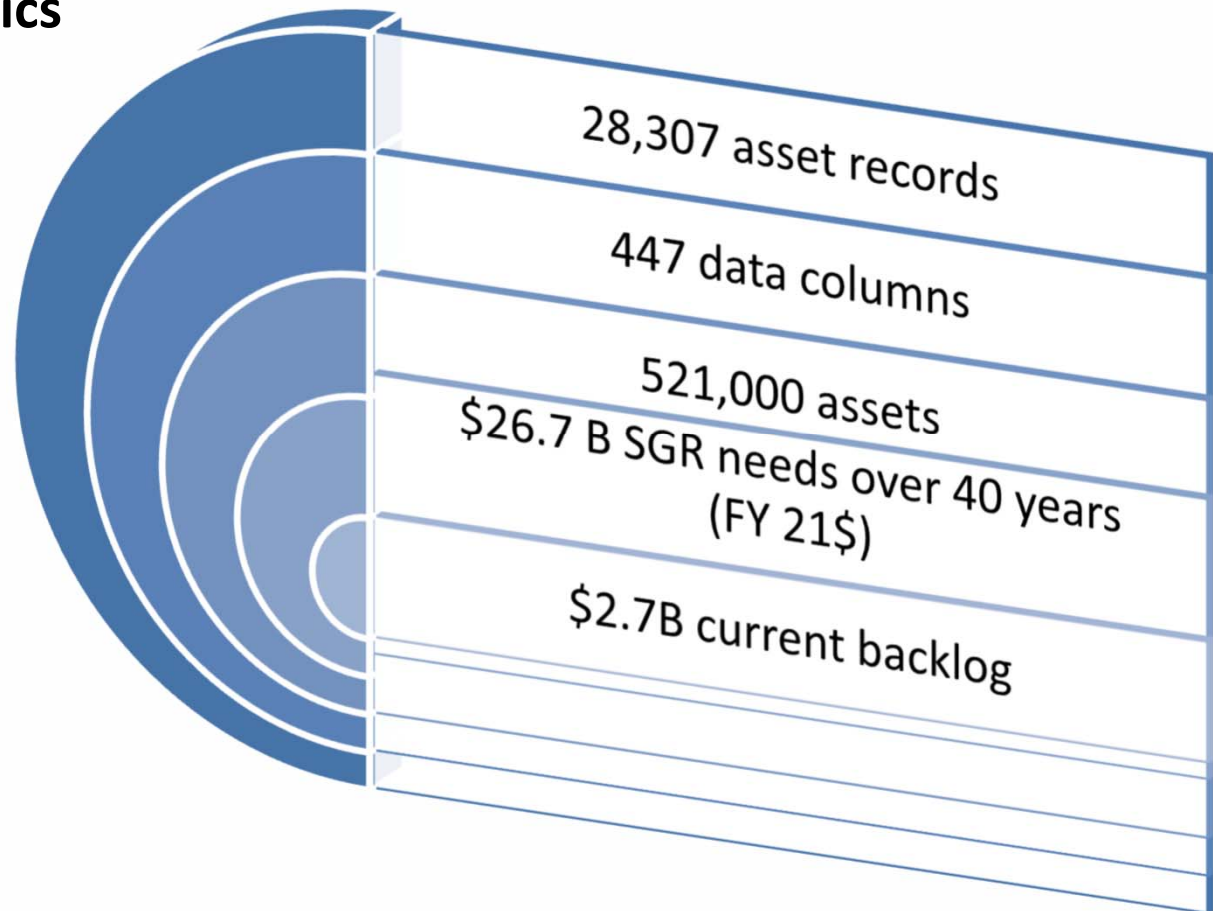
TAM Inventory Database Overview

Current Statistics

Reported updated data into National Transit Database (NTD) 11/6/2020 on time

Inventory \$19.2B - Continual gathering of information

Backlog: Assets overdue for replacement or rehabilitation



Federal Transit Administration (FTA) Reporting Requirements

FTA TAM Performance Measures / Targets				Based on FY20 Census Date (6/30/2020)			
Asset Class	On 6/30/2020	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	Total Asset Count	Exceeded ULB	Average Age	
Rolling Stock	Articulated Bus (AB)	80.00%	625.43(b): Rolling stock. The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark.	46.59%	370	296	11.3
	Bus (BU)	16.26%		15.12%	2,177	354	8.1
	Heavy Rail Vehicles (HR)	0.00%		0.00%	102	0	23.5
	Light Rail Vehicles (LR)	0.00%		0.00%	302	0	7.8
Equipment	Automobiles	25.63%	625.43(a): Equipment: (non-revenue) service vehicles. The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their useful life benchmark.	25.47%	480	123	6.4
	Trucks and Other Rubber Tire Vehicles*	38.71%		37.41%	961	372	9.2
	Steel Wheel Vehicles**	25.00%		20.00%	8	2	8.6
Facilities	Asset Class	On 6/30/2020	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	Total Asset Count	Locations Below TERM Condition 3	
	Passenger Facilities (Stations & Parking)	0.00%	625.43(d): Facilities. The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0.00%	247	0	
	Administration & Maintenance Facilities	0.00%		0.00%	145	0	
Infrastructure	Asset Class	On 6/30/2020	Performance Measure based on 49 CFR Part 625	FY21 Target (reported to FTA)	Total Revenue Track	Average Performance Restriction	
	Heavy Rail (HR)	0.35%	625.43(c): Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for rail fixed-guideway, track, signals, and systems is the percentage of track segments with performance restrictions.	0.28%	31.84 miles	0.11 miles	
	Light Rail (LR)	2.96%		2.36%	171.73 miles	5.08 miles	



FTA TAM Requirements Accomplished

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

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

Support implementation of new Enterprise Asset Management System

- ETAM supported Phase I procurement.
- ETAM staff participating as Sponsor and Subject Matter Expert (SME) to procure and implement software Phase II
- Coordinate and standardize an onboarding process for new assets from new capital projects

Continue Condition Assessments:

- Structures (Inspections) – continue coordination of track allocation to gain access to tunnels and bridges maintaining compliance with the CPUC-CA Public Utilities Commission regs
- Fire Life Safety Systems



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Transit Asset Management - Next Steps

Working with Operations and OMB to integrate asset inventory into capital project prioritization process

- Identification of asset replacements in capital project proposals to OMB
- Update backlog with funded FY21 data

Initiate next cycle of Facilities Condition Assessments

Provide input on development of SGR Capital Projects for FY22 Budget

- Provide current asset replacement needs to Operations for project proposals
- Provide SGR needs to long range planning and OMB for funding levels
- Include identification of asset replacements in capital project proposals to OMB
- Update backlog and SGR need with funded FY21 data

October 31, 2021, FTA TAM Rulemaking compliance deadline:

- Hold multiple Technical Working Group meetings with Operations and other asset managers including Micro Transit, to update asset information and to prepare for 6/30/2021 reporting.
- Upload data into National Transit Database (NTD) for multiple asset reports
- Group TAM Plan update underway, coordinating with transit agencies who participate
- Start to prepare for 2022 TAM Plan update



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Thank you!

Denise Longley
Enterprise Transit Asset Management
State of Good Repair



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Board Report

File #: 2021-0375, **File Type:** Oral Report / Presentation

Agenda Number: 6.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 2, 2021**

SUBJECT: Oral Report on Major Planning Phase Transit Projects in the Expenditure Plan

ACTION: ORAL REPORT

RECOMMENDATION

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

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 via Roscoe Blvd, coordinated with NextGen Bus Plan. Currently Metro is evaluating options, including the Roscoe Blvd BRT line providing a one-seat ride between North SFV and CSUN, and a NextGen-based solution. Options will be evaluated against criteria such as: network benefits of added service(s), demographic reach, ridership, and timely delivery of a solution. Fall 2021 – Approve Proposed Project 	Environ. Impact Report (EIR)	\$5.6M	\$4.3M			\$4.3M	<ul style="list-style-type: none"> Addressing stakeholder concerns on Proposed Project, including whether to invest in a network solution or a singular high-capacity BRT line
NoHo to Pasadena BRT	2020	2023	<ul style="list-style-type: none"> Staff has developed a refined Proposed Project based on DEIR comments and stakeholder feedback. Ongoing stakeholder outreach to inform Proposed Project. March 2021: Conducted three meetings with Eagle Rock stakeholders and businesses (80 participants) April 2021: Conducted corridor-wide community meeting (369 attendees) to present the recommended Proposed Project. May 2021: Board considers Proposed Project Preferred Alternatives Summer 2021: Board to certify Final EIR 	Environ. Impact Report (EIR) + Preliminary Engineering	\$12.8M	\$9.9M			\$9.9M	<ul style="list-style-type: none"> Refinements being made in multiple locations (i.e, Glendale, Burbank, Eagle Rock) to address varying community concerns. Potential federal (earmark) funding that may add time to Project schedule in order to meet federal requirements (e.g., NEPA, Buy America, etc.)
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> <ol style="list-style-type: none"> Advancing the Broadway corridor (as Phase 1); Identifying the essential elements of a “quick build”, based on the study and NextGen; Identify which of the Top 7 Corridors would be suitable for a quick build approach, (consider NextGen) & evaluate extending the Western Ave BRT corridor to San Pedro (Hahn amendment); Pursuing a near-term delivery strategy; Systemwide implementation of All Door Boarding, starting with NextGen Tier 1 lines. 	BRT Study	\$1.2M	\$1.2M			\$1.2M	<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.

			6. 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 BRT, LRT, and HRT. Outreach Contract awarded March 2021 through Communications Bench June 2021: Award Environmental Contract (forthcoming) 	<p>Environ. Impact Report (EIR)/ Optional NEPA (EA/EIS)</p> <p><i>Pending Board action June 2021</i></p>	\$33.1M	\$2.7M			\$2.7M	
West Santa Ana Transit Corridor	2024	2024	<p>19 Mile Light Rail Line Alternatives in Environmental Document:</p> <ul style="list-style-type: none"> Alternative 1: Los Angeles Union Station to Pioneer Alternative 2: 7th St/Metro Center to Pioneer Alternative 3: Slauson/A (Blue) Line to Pioneer Alternative 4: I-105/C (Green) Line to Pioneer <p>Key Environmental dates</p> <ul style="list-style-type: none"> Draft EIS/EIR Release: July 2021 Board Selects LPA: Fall 2021 Final EIS/EIR Certification: Summer 2022 ROD Issued: Summer 2022 	EIR/EIS (NEPA /CEQA) and Advanced Conceptual Engineering	\$60.8M	\$54.2M			\$54.2M	<ul style="list-style-type: none"> UPRR agreement, third party coordination (Caltrans, Cities, CPUC, etc.), SHPO consultation: I-105 and interface with Express Lanes, utilities, hazardous materials
C/Green Line Extension to Torrance	2026	2026	<ul style="list-style-type: none"> Redondo Station to Regional Transit Center in Torrance <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 Draft EIR: Spring 2022 Final EIR: Winter/Spring 2023 Ground Breaking: 2026 (per Measure M) Opening: 2030-2033 (per Measure M) Selected as a 28 by 2028 Project 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$32.6M	\$16.4M			\$16.4M	Interagency Agreements, Utility Relocation, BNSF and Caltrans Coordination, Stakeholders and Community
Sepulveda Transit Corridor Project	2024	TBD	<ul style="list-style-type: none"> Environmental and Communications/Outreach consultants selected Two Pre-Development (PDA) teams selected to develop project alternatives Five alternatives identified for environmental review, including: 	EIR, EIS (CEQA, NEPA)	\$162.9M	\$20.8M			\$20.8M	Geotechnical, Third-Party Coordination, Stakeholders and Community

			<ul style="list-style-type: none"> (1) Monorail, aerial in 405 Freeway (PDA) (2) Monorail similar to 1, but with underground connection to UCLA (3) Heavy Rail, underground with aerial section along Sepulveda in SFV (PDA) (4) Heavy Rail, all underground and similar to 4, including along Sepulveda in the SFV (5) Heavy Rail, all underground, including along Van Nuys Blvd in the SFV instead of Sepulveda • Conduct state and federal environmental studies • Identify Locally Preferred Alternative (LPA) 							
Eastside Transit Corridor Phase 2	2028	2028	<ul style="list-style-type: none"> • Board withdrew SR 60 and Combined Alternatives from further study – Feb 2020 • Environmental clearance of the Washington Alternative and potential IOS’ – 2023 • Engineering – 2025 • Construction One Alignment – 2029 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering (ACE)	\$50.5M	\$42.3M			\$42.3M	Potential budget shortfall, Utilities, Tunnel portals, easements, Third Party Permits and approvals
Crenshaw Northern Extension	2041	2028	<ul style="list-style-type: none"> • (Aug 2020) Board awards EIR/ACE contract • (April 15-May 28, 2021) NOP, Scoping Period • Draft EIR Dec 2023 • Final EIR Dec 2024 • 	Environ. Impact Report (EIR) and Advanced Conceptual Engineering	\$50.4M	\$3.1M			\$3.1M	Potential budget shortfalls, station and tunnel design, utility relocation, historic resources, geotechnical (faults/gas/tar sands)



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Board Report

File #: 2021-0265, **File Type:** Oral Report / Presentation

Agenda Number: 7.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 2, 2021**

SUBJECT: Oral Report on Transit and Highway Project Status

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Transit and Highway Project Status

Project	Ground-breaking Date		Notes	Project Phase	Budget		Contingency Funds		Soft Costs Spent	Risk
	Exp. Plan (FY)	Anticip (FY)			Project Budget	Phase Budget Spent	Budgeted	Spent		
PROGRAM MANAGEMENT - Transit Design/Constr.										
Westside Purple Line Extension Section 3	2020	2020	<p>Tunnel Contract:</p> <ul style="list-style-type: none"> TBM #1 (BR) has mined 526 feet. TBM #2 (BL) commissioned and commenced initial launch in April 2021. Storm drain work continues at the Caltrans basin, near the VA station. Horizontal Directional Drilling for the installation of the inclinometer and grouting for the Metropolitan Water District 96" water line in Sepulveda Blvd is underway. Installation of instrumentation and monitoring equipment and fabrication of segments are ongoing. <p>Stations, Trackwork, and Systems Contract:</p> <ul style="list-style-type: none"> Final design is ongoing. Storm drain relocation west of Bonsall continues. Support of Excavation pile installation started. Contaminated soil encountered by Contractor was classified and hauled to approved disposal site. <p>Third Party Utility Relocation Work:</p> <ul style="list-style-type: none"> LADWP power cutover to 10921 Wilshire Boulevard is planned for summer of 2021. 	Final Design and Constr. 20% Complete	\$3.6B	\$715.9M	\$830.6M	\$274.2M	\$203.6M	<ul style="list-style-type: none"> COVID-19 pandemic impact ROW negotiations in the alignment between Constellation and UCLA may require longer negotiations and result in schedule delay and increased project cost Tariffs potentially impact D/B contractors Delay of contract turnover from tunnels to stations.
Gold Line Foothill	2020	2020	<p>Design Build Contract for Main Line, Stations, Systems - Awarded Oct. 2019</p> <p>Heavy Construction Started July 2020</p> <p>Base Contract to Pomona Complete by 2025</p>	Final Design and Constr. 28% Complete	\$1.4B	\$352.96M			\$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.

Airport Metro Connector	2021	2024	<ul style="list-style-type: none"> • Los Angeles World Airport (LAWA) Interface and coordination continues. • Issued NOA for Early Rail Works in April 2021 with NTP by Spring 2021 • Received Bids for main construction contract with potential award by early Fall 2021 • Hertz Real Estate acquisition is in the process of finalizing the sale through litigation with court hearings and will continue when their calendar resumes. Due to Covid-19 the courts schedules were dramatically impacted and are backlogged. Anticipated to be finalized by end of FY22. 	Bid/Award Construction Contracts	\$898.6M	\$161.1M	\$96.0 M	\$0.0	\$161.1M	<ul style="list-style-type: none"> •Real Estate Real/eminent domain costs for acquisition and relocation, advance utility relocation, schedule integration with LAWA’s Automated People Mover project and construction of Shoofly. •Constructing project under full Metro operations of the Crenshaw and Green Lines. •LAWA LAMP interface and contractors.
Metro G Line BRT Improvements	2019	2019	<ul style="list-style-type: none"> • Railroad-type gates at up to 35 intersections • Aerial Stations at Sepulveda & Van Nuys • Provisions for connections to ESFV LRT Terminal Station on Van Nuys • Designed for future conversion to LRT • RFP Progressive Design-Build Contract – Summer 2021 • Award Contract – Spring 2022 •Complete – Winter 2025/2026 	Design Phase	\$286M/ \$393M (Total Project)	\$21.6M		N/A	\$19.6M	Gating a busway and platooning buses requires new technology not yet implemented at Metro or other transit agencies
East San Fernando Valley Transit Corridor	2022	2022	RFP Design Build Contract – Fall 2021 Begin Construction – Summer 2022 Complete – 2028.	Preliminary Engineering (PE)	\$71.4M	\$50.5M			\$50.5M	<ul style="list-style-type: none"> •Current short funding will cause delay; means we may not reach Measure M opening day •Real estate acquisitions and advanced utility relocations need to start in 2021 otherwise this will affect our DB start date. •DWP and LA County have facilities located along Van Nuys Blvd that we have not reached an agreement. •The City of San Fernando and Metrolink have concerns about ESFV and may not support the project in its current design. Both groups would like to see Metro grade-separate at multiple intersections between San Fernando Road and the Sylmar/San Fernando Metrolink station, which may be cost prohibitive and/or infeasible; we expect to commence a Supplemental ROW study in July 2021.

Measure M Oversight Committee

Highway Projects Overview

Updated May, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent*	Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 04/31/21)				
1	I-5 N Cap. Enhancements (SR-14 to Parker Road)	2019	2021	Construction	500.33	7.71	115.58	0.00	60.30	Closures, detouring, seasonal restricted hours of work, unknown and undocumented utilities.	Paul Sullivan	<p>Project is fully programmed. Metro will be the Lead Agency in constructing the project.</p> <p>Project includes Measure M and R, and TCEP and INFRA Grant Funding.</p> <p>The Board approved the LOP for the project. The Notice of Intent to Award was sent to Obrascón Huarte Lain (OHL USA Inc) at the end of April, 2021. Project currently in the protest period (ends 5/12). Project field office now set up in Santa Clarita.</p>
2	SR-71 Gap from I-10 to Rio Rancho Road	2022	2021	Construction (Southern Segment - Mission Blvd. to SB County Line)	148.10	0.00	0.00	0.00	18.50	Relocation of Edison overhead power lines, potential hazardous materials, hard to drill soil conditions and local traffic impacts.	Victor Gau	<p>Project by Caltrans. Broken down into two segments.</p> <p>Southern segment between Mission Blvd and San Bernardino County Line construction contract was awarded in February, 2021 to Obrascón Huarte Lain (OHL USA Inc). Construction work to start on May 10, 2021. Groundbreaking scheduled on June 7, 2021.</p> <p>Soft costs spent to date are from TCRF and other Federal Funds.</p>
				Final Design (Northern Segment - Mission Blvd. to I-10)	40.40	17.40	0.00	0.00	17.40	Utility & Railroad (RR) coordination causing schedule delays. Funding shortfall of up to \$61M.		<p>Project by Caltrans. Northern Segment requires multi-agency coordination/agreements and Railroad approvals of the design for bridges spanning over the railroad tracks. Need to resolve railroad and right of way issues. Design phase projected to finish at the end of 2022.</p> <p>Soft costs spent to date are from TCRF and Other Federal Funds.</p>
3	SR-57/SR-60 Interchange Improvements	2025	2023	Final Design	28.40	22.60	0.00	0.00	22.60	\$22M TCEP grant for Design/Right of Way Phases and \$217.9M in construction grants may be forfeited if not kept on schedule.	Roberto Machuca	<p>Project is in final design expected to be completed at the end of 2021. Grants have been secured for final design (\$17M) and Right of Way (\$5M).</p> <p>Baseline agreement being finalized to secure the \$217.9M for construction phase at the CTC June 2021 meeting.</p> <p>Construction will be led by the San Gabriel Valley COG with Metro and Caltrans oversight.</p>
4	I-405 South Bay Curve Improvements I-405 Southbound Auxiliary lanes in Lawndale	2045	TBD	Environmental	3.25	3.25	0.00	0.00	3.25	<p>Proposed diversion of \$400M in sales tax measure funds from highway projects by South Bay COG diminishes the ability to do the needed improvements.</p> <p>Southbound aux lanes in Lawndale has completed the environmental process and was sued by the City. Settlement in progress.</p> <p>Funding shortfall for construction phase.</p>	Isidro Panuco	<p>I-405 Southbound Auxiliary lanes in Lawndale. Design phase projected to start in Summer, 2021, pending settlement of litigation filed by City of Lawndale. Project expenditures to date paid for by Measure R.</p>

Measure M Oversight Committee

Highway Projects Overview

Updated May, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)		Soft Costs Spent*	Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 04/31/21)				
	I-405 South Bay Curve Improvements I-405, I-110 to Wilmington	2045	TBD	PSR-PDS	0.93	0.91	0.00	0.00	0.91	Proposed diversion of \$400M in sales tax measure funds from highway projects by South Bay COG diminishes the ability to do the needed improvements. Funding shortfall for construction phase.	Isidro Panuco	I-405, I-110 to Wilmington: Project Study Report completed, Environmental phase projected to start in Summer, 2021. Project expenditures to date paid for by Measure R.
5	I-710 South Corridor Project (Phases 1 and 2)	2026 and 2032	TBD	Environmental	99.67	93.68	0.00	0.00	93.68	Air Quality conformity determination for Final EIR/EIS. EPA not approving the corridor-level environmental document Legal challenges to the environmental document.	Ernesto Chaves/ Lucy Delgadillo	Negotiations with the EPA on the extent of Air Quality conformity studies failed. Although the EPA is insisting on those additional studies, there are no guarantees that we can secure final approval after those studies are done. There are no baselines established by the EPA/region to determine the extent of potential future impacts as a result of the project and, ultimately, the decisions by EPA will be subjective and opinion-based. Without any anticipated benefits, staff recommends not to pursue the corridor-level environmental document, especially that there are no funds to build the corridor improvements anytime soon and the environmental document will be null in the next few years. Staff will discuss the possibility of pursuit and implementation of the early action projects. If agreements are reached with the EPA, individual projects will be selected and stand-alone environmental documents will be prepared for those starting in FY 21-22. Soft costs spent to date are from Measure R and Prop C and other Local Funds.
7	I-105 ExpressLanes from I-405 to I-605	2027	TBD	Environmental	13.10	7.40	0.00	0.00	7.40	None	Shahrazad Amiri/ Philbert Wong	Environmental Document finalized and posted on metro.net/105expresslanes. Notice of Determination expected in May 2021. Pre-Design phase tasks including survey work, Right of Way, and utility plans in advance of PS&E phase currently under way. Total phase budget is \$13,121,000, of which \$5.7M is Measure M. Measure M spent to date is \$2.8M. Soft cost total spent includes Measure M and other funds.

Measure M Oversight Committee

Highway Projects Overview

Updated May, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)			Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 04/31/21)	Soft Costs Spent*			
8	High Desert Multi-Purpose Corridor Rail Component	2019	TBD	Service Development Plan/Preliminary Engineering	4.63	0.00	0.00	0.00	0.00	None	Vincent Chio/ Jeanet Owens	<p>The Environmental Process for the HDC multi-modal corridor improvements has been completed. A NEPA for the entire corridor could not be secured. A lawsuit was filed and settled with conditions and restrictions imposed on further pursuit of the projects. At the same time, the project was deemed to be infeasible and will not be pursued as originally proposed. \$37.45 was budgeted for the original Environmental Document, of which \$36.79 was spent.</p> <p>Proposed new high-speed intercity passenger rail service from the future Brightline West station in Apple Valley to the future Palmdale station along the 54-mile-long High Desert Corridor. DesertXpress BrightLine is developing the Brightline West high-speed rail system between Las Vegas and Southern California that includes a future station in Apple Valley. Development of a Service Development Plan and Preliminary Engineering is underway and is scheduled to be completed by March 2022.</p> <p>At the request of the County of Los Angeles, Supervisorial District 5, Metro is contributing an additional \$0.4M to complete the joint CEQA/NEPA amendment to address changes to the rail corridor since the original Environmental Document.</p> <p>The current phase budget is \$4.625M, including \$3M in Measure M, \$1.375M in TIRCP and \$0.25M in DesertXpress funds</p>
9	High Desert Multi-Purpose Corridor - Highway component	2019	TBD	PSR-PDS	500K	0.00	0.00	0.00	0.00	None	Isidro Panuco	<p>Continuation of a more practical and feasible alternative alignment to the HDC highway component. This alternative is being considered on the SR-138 in LA County and SR-18 in San Bernardino County between Palmdale and Victorville. Joint efforts by Metro, SBCTA, and Caltrans to develop a Project Study Report starting in April 2021.</p> <p>The PSR-PDS is funded by the remaining measure R fund as well as contributions by the SBCTA. Measure M funds will be needed for subsequent phases.</p>
10	I-5 Corridor Improvements (I-605 to I-710)	2036	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	Pursuit of this project depends on approval of the environmental document for the I-605 Corridor Improvements project currently in progress. If that project is not approved, a corridor level environmental process for the segment between the I-605 and I-710 will not be warranted.	Ernesto Chaves	<p>The I-605/I-5 interchange is in environmental phase under the I-605 Corridor Improvement Project (CIP). If right of way impacts are not resolved/accepted, the future improvements on I-5 between the I-605 and I-710 will be limited. Only location-specific operational improvements will be considered along this segment.</p>
11	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	<p>Funds are allocated 22 years from now.</p>
12	I-605/I-10 Interchange	2043	TBD	Not started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	<p>In environmental phase (part of the 605 CIP). Considerable expected Right of Way impacts at the I-605/I-5 Interchange may discontinue a corridor-level effort. If so, there may be a separate environmental process for the I-605/I-10 interchange improvements in the future.</p>

Measure M Oversight Committee

Highway Projects Overview

Updated May, 2021

Item #	Project	Ground-breaking Date		Project Phase	Budget (\$mil.)		Contingency Funds (\$mil.)			Risk	PM	Notes
		Exp. Plan (FY)	Anticipate (FY)		Phase Budget	Phase Budget Spent	Budgeted	Spent (as of 04/31/21)	Soft Costs Spent*			
13	SR-60/I-605 Interchange HOV Direct Connectors	2043	TBD	Not Started	0.00	0.00	0.00	0.00	0.00	TBD	Isidro Panuco	In environmental phase (part of the 605 CIP). Considerable expected Right of Way impacts at the I-5/I-605 Interchange may discontinue a corridor-level effort. If so, there may be a separate environmental process for the I-605/SR-60 interchange improvements in the future.
14	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	Shahrazad Amiri/ Philbert Wong	No activities at this time. Future updates will be provided.
15	High Desert Multi-Purpose Corridor – LA County Segment	2063	TBD	Transit: in feasibility study Highway: Alternative alignment in PSR-PDS	0.00	0.00	0.00	0.00	0.00	Determination of Viability of projects and availability of funds.	Isidro Panuco	See Items 8 and 9 above.

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



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Board Report

File #: 2021-0266, **File Type:** Oral Report / Presentation

Agenda Number: 8.

**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE
JUNE 2, 2021**

SUBJECT: Oral Report on Active Transportation

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE Oral Report on Active Transportation

Active Transportation Updates

Measure M Independent Taxpayer Oversight Committee

June 2, 2021



Metro Active Transport Program



Status

- Agreements underway for 16 projects
- Project delivery partnership options

Multi-Year Subregional Programs



Status

- Las Virgenes/Malibu subregion
 - Funding adjustments to six existing projects
- North County subregion
 - Programming of additional \$2.2M in new projects
 - Funding adjustments to nine existing projects
- San Gabriel subregion
 - Funding adjustments to four existing Active Transportation projects
 - Funding adjustments to six existing First/Last Mile and Complete Street projects

What's Next

- Continue working with subregions