



Board Report

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PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2026

SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT OBJECTIVES AND CRITERIA

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE objectives and criteria for the Measure M 10-Year Comprehensive Assessment (Attachment A).

ISSUE

The proposed Assessment objectives and criteria (Attachment A) guide the evaluation of Measure M program performance for the period of July 2023 to June 2037.

Measure M guidelines establish that specific assessment areas and performance criteria will be approved by the Metro Board in consultation with the Measure M Independent Taxpayer Oversight Committee (MMITOC). Staff presented the Assessment objectives and criteria to MMITOC at their regular meeting on June 3, 2026, which are now submitted to the Board for final consideration.

BACKGROUND

The Measure M Ordinance (Attachment B) establishes an ongoing framework for oversight and accountability of projects and programs funded through the Measure M Expenditure Plan. At five-year intervals, Metro prepares a comprehensive assessment of all projects and programs implemented to evaluate overall program performance and identify opportunities to improve coordination, delivery, and effectiveness based on current practices, best practices, and organizational changes.

The first Measure M Five-Year Comprehensive Assessment and Equity Report was completed in 2023 and evaluated the initial five years of Measure M implementation (FY 2018-22). The current Assessment will build upon that effort by incorporating both a retrospective evaluation of Measure M program performance and an assessment of Measure M projects and programs completed or anticipated to be completed over the next ten-year period. Upon completion of the Assessment process, a final report will be presented to the Metro Board for consideration. At that time, if the Assessment is approved by a two-thirds vote, the Board may then consider amendments to the Measure M Ordinance and Expenditure Plan within the parameters established by the Ordinance.

In April 2026, staff reported to the Planning and Programming Committee that work on the [Measure M 10-Year Comprehensive Assessment](https://boardagendas.metro.net/board-report/2026-0220/) <<https://boardagendas.metro.net/board-report/2026-0220/>> (Assessment) had commenced and that staff would return to the Board in July 2026 with proposed Assessment objectives and criteria for consideration

DISCUSSION

Assessment objectives define and target what is to be evaluated for the Measure M 10-Year period, while the criteria provide the standards by which they will be measured. The process facilitates a transparent and fair evaluation, enables measurement, and ultimately supports the effective and efficient delivery of Measure M projects and programs by identifying successes and areas of improvement to ensure Measure M delivers the commitments made to the voters.

To provide continuity across Metro assessments, staff began with the Board approved assessment objectives and criteria developed for the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report. Modifications were incorporated as necessary to reflect current Metro priorities and the more expansive analysis required in the current Assessment.

The five assessment objectives included in the 2023 Measure M Five-Year Comprehensive Assessment and Equity report are carried over into the Assessment with a minor revision to the first objective to remove the term “Metro”:

- Assess performance on the efficiency and effectiveness in delivering 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 to be used going forward
- Identify and evaluate any organizational changes needed to improve coordination

The revision broadens the scope of the assessment to include the performance of Metro as well as Measure M direct recipients and subrecipients.

Assessment evaluation areas have been expanded from five to seven areas, adding Planning and Economic Impact as assessment areas, renaming Program Management to Construction, consolidating Transparency, Accountability, Compliance into a single category, and establishing Equity as a standalone category.

Assessment criteria have been modified to address relevant recommendations and amendments from MMITOC and the Metro Board and to support the specific requirements of this Assessment. These revisions include removing specific dates to keep the criteria general for future assessments, incorporating recommendations from the 2023 Five-Year Comprehensive Assessment and Equity Report, and making the corresponding amendments that accompanied the adoption of that report. The criteria have been sorted into the following seven assessment areas:

- **Financial Analysis:** To study accounting of revenues and expenditures, whether initial funding assumptions have been achieved and by what ratio, whether pass-through funding to direct recipients and subrecipients is invested in expected locally controlled infrastructure, what the performance outcomes of delivery by pass-through recipients are, and whether operating and maintenance set-aside investments to build capital assets and projects have been sufficient
- **Project Delivery:** To identify potential project delivery risks, progress of project scopes relative to original projections, and outcomes of projects and programs led by Metro, jurisdictions, or subregions
- **Planning:** To assess whether/which projects have and/or will boost system-wide connectivity and ridership and whether Measure M is helping to address regional per-capita Vehicle Miles Traveled targets
- **Construction:** To assess whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple projects within similar time periods
- **Economic Impact:** To assess whether Measure M projects and programs have contributed to the economy, including but not limited to direct and indirect jobs during and after implementation, and to measure the cost/benefit of expenditure plan projects and programs
- **Compliance, Transparency, and Accountability:** To demonstrate Metro, direct recipient, and subrecipient compliance with the Ordinance, whether reporting to the MMITOC has been adequate, as well as whether reporting to the Metro Board has been adequate through reports including all items required in the Ordinance
- **Equity:** To identify whether equity and inclusion objectives have been aligned with other Metro endeavors, and whether Measure M investments have increased Access to Opportunity

Consistent with the Measure M Guidelines, staff presented the Assessment objectives and criteria to the MMITOC at their regular meeting on June 3, 2026. Staff answered questions regarding the Assessment process and analysis. There were no specific recommendations to amend the objectives and criteria resulting from the presentation.

Financial Capacity

The following table compares the estimates of total Measure M revenue in the Expenditure Plan to the forecast prepared in October 2024 for the 2025 Metro Short Range Transportation Plan. Forecasted Measure M sales tax revenue is down \$3,400 million (5.3%) during the first 30 years (FY 2018 through FY 2047) and \$13,638 million lower (11.2%) over 40 years.

Comparison of Measure M Sales Tax Forecast June 2016 vs. October 2024 (\$in millions)				
	FY 2018-32 (15 Years)	FY 2033-47 (15 Years)	FY 2048-57 (10 Years)	FY 2018-57 (40 Years)
Expenditure Plan (June 2016)	\$17,265	\$47,070	\$57,300	\$121,390
2025 SRTP (Oct 2024)	\$17,121	\$43,683	\$47,062	\$107,916

The table above illustrates that there may not be capacity to add Expenditure Plan Major Projects. However, Metro staff are currently updating the Measure M sales tax and Metro comprehensive financial forecast based on an April/May 2026 taxable sales forecast from the UCLA Anderson School of Management, whose forecast has served as the basis for the Measure M sales tax forecast since 2016. The 2026 forecast will be used for the Assessment and outreach to stakeholders regarding potential amendments to the Expenditure Plan. Metro staff also review multiple other forecasts of Los Angeles County sales tax (or proxy statistics), which show different forecasts, some significantly lower than UCLA's, and this may be included in the Assessment and outreach to stakeholders.

DETERMINATION OF SAFETY IMPACT

There is no safety impact associated with the information contained in this report. This action would establish objectives and criteria to guide the Measure M 10-Year Comprehensive Assessment.

FINANCIAL IMPACT

Approval of the Measure M 10-Year Comprehensive Assessment objectives and criteria does not have a direct financial impact on the agency.

EQUITY PLATFORM

Proposed objectives and criteria for the Measure M 10-Year Comprehensive Assessment will guide a broad analysis of Measure M's impacts through Metro's Equity Platform framework. Metro serves riders throughout the Los Angeles region. The Assessment will consider impacts of Metro's investments on the people of Los Angeles County by analyzing demographic disparities in ridership, mobility choices, and investments. Work on the Assessment also includes development of an Access to Opportunity tool that will be utilized to create a deeper understanding of how Measure M investments have shaped access to opportunity in Los Angeles County.

Findings from the Assessment will be shared widely with stakeholders across the region to validate and contextualize the quantitative analyses. Through this engagement process, stakeholders will have the opportunity to provide perspectives on how the findings reflect or differ from their experiences with the Metro system. This input will help ground data in the lived experiences of our riders, to strengthen the overall assessment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This

item supports Metro's systemwide strategy to reduce VMT through comprehensive planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. This aligns with Metro's Board-adopted VMT reduction targets, which build on the success of existing investments.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Assessment supports Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within Metro." The Assessment will provide transparency and accountability in the delivery of the Measure M program and seek to ensure its effective delivery over the next decade.

ALTERNATIVES CONSIDERED

The Board may choose not to proceed with the recommended objectives and criteria; however, the proposed assessment criteria maintain continuity with the prior Board-approved assessment framework, reflect consultation with the MMITOC, and benchmark against how other transit agencies measure assessment best practices.

NEXT STEPS

Staff will continue developing the Assessment in coordination with Metro departments. This work will include refining the project and program evaluation framework, preparing an updated Measure M financial capacity analysis, coordinating agencywide needs across departments, and conducting extensive data collection to inform the assessment.

Upon approval of the objectives and criteria, staff will begin stakeholder outreach and engagement to support further development and refinement of the Assessment.

Staff will return to the Board in fall 2026 with a capital project evaluation framework, metrics and weighting. In March 2027 staff will present to the Board a discussion draft of the comprehensive assessment, including recommended amendments to the Measure M ordinance. Based on feedback received, staff will revise and present the final Assessment and amendments to MMITOC for comment on the Assessment and make requisite findings on amendments in July 2027. The final Assessment and amendments will be presented for Board consideration in September 2027.

Upon completion of the Assessment process, a final report will be presented to the Metro Board for consideration. At that time, if the Assessment is approved by a two-thirds vote, the Board may then consider amendments to the Measure M Ordinance and Expenditure Plan within the parameters established by the Ordinance.

ATTACHMENTS

Attachment A - Proposed Assessment Objectives and Criteria

Attachment B - Measure M Ordinance and Expenditure Plan

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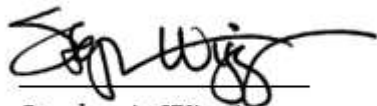
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ATTACHMENT A

Measure M Comprehensive Assessment Objectives and Criteria

The Measure M 10-Year Comprehensive Assessment (the Assessment) will evaluate the overall performance of the Measure M program, including major expenditure plan projects and Multi-Year Subregional Programs (MSP) that are either completed or anticipated to be completed during the next ten-year period. The Assessment will be informed by the Measure M Ordinance goals, key assessment objectives, and performance criteria.

To ensure continuity across Measure M assessments, the proposed objectives and criteria build on those in the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report adopted by the Metro Board of Directors in 2023 (MM5Y Assessment).

Proposed 10-Year Comprehensive Assessment Objectives and Criteria

The following proposed assessment objectives and criteria build on the previously approved objectives and criteria from the first MM5Y Assessment in 2023. These proposed objectives and criteria include updates based on recommendations from the 2023 MM5Y Assessment, MMITOC recommendations, Board amendments, and additional areas of inquiry for the current Assessment.

Proposed Assessment Objectives

- Assess performance on the efficiency and effectiveness in delivering 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 to be used going forward
- Identify and evaluate any organizational changes needed to improve coordination

Proposed Assessment Criteria

Financial Analysis

- Accounting of revenues and expenditures
- Whether initial funding assumptions have been achieved, and by what ratio, and reasoning behind any differences

- Whether pass-through funding to direct and subrecipients is invested in expected, locally controlled infrastructure, operations, and programs and what is the performance outcome (i.e., mobility improvement, ridership, completed projects) of delivery by the pass-through recipients
- Whether Measure M operating and maintenance (O&M) set-aside investments to serve newly built capital assets and projects have been sufficient

Project Delivery

- Identification of potential risks on project deliveries
- Identification of progress of project and schedule related to original projections
- Outcomes (i.e., mobility, jobs created, ridership, accessibility) of the projects and programs included in progress and/or completed (this will measure outcomes by Metro led Measure M projects/programs as well as where any jurisdiction or subregion is the lead agency for a Measure M project/program)

Planning

- Whether/which projects have and/or will boost system-wide connectivity and ridership
- Whether Measure M is helping to address regional per-capita Vehicle Miles Traveled (VMT) targets

Construction

- Whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple mega-projects within similar time periods

Economic Impact

- Whether Measure M projects and programs have contributed to the economy including but not limited to direct and indirect jobs during and after implementation
- Cost/Benefit measurement of expenditure plan projects/programs.

Compliance, Transparency, and Accountability

- Demonstration of Metro, direct recipient, and subrecipient compliance with the Ordinance, including completion of projects/programs
- Whether reporting to MMITOC has been adequate
- Description of the purpose, functionality, and usefulness of the MMITOC meeting requirements of the Ordinance
- Whether reporting to Metro Board on MM has been adequate through reports including all items required in the Ordinance

- Whether Public Information has been available with expected regularity and detail, such as posting of agendas, public hearings, annual audit reports, dedicated website

Equity

- Whether equity and inclusion objectives have been aligned with other Metro endeavors, such as geographic distribution of services related to EFCs
- Whether Measure M investments have increased Access to Opportunity, especially for marginalized and Equity Focus Communities, and what gaps exist in the Measure M program

1 **Proposed Ordinance #16-01**

2 **Measure M**

3 **Los Angeles County Traffic Improvement Plan**

4
5 **PREAMBLE**

6 Los Angeles County's comprehensive plan to improve transportation and ease traffic
7 congestion through the following core goals:

8
9 **Improve freeway traffic flow**; reduce bottlenecks and ease traffic congestion.

10
11 **Expand the rail and rapid transit system**; accelerate rail construction and build new rail lines;
12 enhance local, regional, and express bus service; and improve system connectivity.

13
14 **Repave local streets, repair potholes, synchronize signals**; improve neighborhood streets
15 and intersections, and enhance bike and pedestrian connections.

16
17 **Keep the transit and highway system safe**; earthquake-retrofit bridges, enhance freeway and
18 transit system safety, and keep the transportation system in good working condition.

19
20 **Make public transportation more accessible, convenient, and affordable** for seniors,
21 students, and the disabled and provide better mobility options for our aging population.

22
23 **Embrace technology and innovation**; incorporate modern technology, new advancements,
24 and emerging innovations into the local transportation system.

25
26 **Create jobs, reduce pollution, and generate local economic benefits**; increase personal
27 quality time and overall quality of life.

28
29 **Provide accountability and transparency**; protect and monitor the public's investments
30 through independent audits and oversight.

31
32
33 **SECTION 1. TITLE**

34 This Ordinance shall be known and may be cited as the "Los Angeles County Traffic
35 Improvement Plan" ("Ordinance"). The Ordinance shall include Attachment A entitled
36 "Expenditure Plan" and Attachment B entitled "Subregional Maps" which are attached hereto
37 and incorporated by reference as if fully set forth herein.

38
39 **SECTION 2. SUMMARY**

40 This Ordinance imposes a retail transactions and use tax at the rate of one-half of one
41 percent (.5%) within Los Angeles County to be operative on the first day of the first calendar
42 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
43 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the

1 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
2 Metropolitan Transportation Authority (Measure R).

3 4 SECTION 3. DEFINITIONS

5 The following terms, whenever used in this Ordinance, shall have the meanings set forth below:

6 "Active Transportation" means projects that encourage, promote, or facilitate
7 environments that promote walking, bicycling, rolling modes, or transit use.

8 "ADA Paratransit" means paratransit service for the disabled as provided for by the
9 Americans with Disabilities Act (42 U.S.C. § 12101 et seq.).

10 "Board of Equalization" means the California State Board of Equalization.

11 "Capital" means any project or program described in Attachment A that qualifies as a
12 capital improvement expenditure.

13 "Capital Improvement Expenditures" means expenditures for the purpose of acquiring,
14 upgrading, or maintaining transportation physical assets such as property, transportation
15 facilities, rail improvements, highways, or equipment, so long as any such expenditures for
16 maintenance substantially extend the useful life of the project. This also includes any physical
17 improvement and any preliminary studies, design, or surveys relative thereto, including, but
18 not limited to, any property of a permanent nature and equipment needed in connection with
19 such improvements.

20 "Complete Streets" means a comprehensive, integrated transportation network with
21 infrastructure and design that allows safe and convenient travel along and across streets for
22 all users, including pedestrians, users and operators of public transit, bicyclists, persons with
23 disabilities, seniors, children, motorists, users of green modes, and movers of commercial
24 goods.

25 "Expected Opening Date" means the date that a project is expected to be open for use
26 by the public, which is expressed as the first year of a three-year range. With respect to
27 programs, the expected opening date is the last year in which funds are anticipated to be
28 made available for use on the projects that comprise the program.

29 "Expenditure Plan" means that expenditure plan which is attached hereto as
30 Attachment A.

31 "First/Last Mile" means infrastructure, systems, and modes of travel used by transit
32 riders to start or end their transit trips. This includes but is not limited to infrastructure for
33 walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared
34 use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss

1 and ride and bus/rail interface), signage and way-finding, and information and technology that
2 eases travel (e.g. information kiosks and mobile apps).

3 “Green Streets” means urban transportation rights-of-way integrated with storm water
4 treatment techniques that use natural processes and landscaping and quantitatively
5 demonstrate that they capture and treat storm water runoff from their tributary watershed
6 through infiltration or other means and are included within the respective Enhanced
7 Watershed Management Plan.

8 “Gross Sales Tax” means the amount of Sales Tax collected by the Board of
9 Equalization pursuant to this Ordinance.

10 “Groundbreaking Start Date” means the first year of a three-year period by which the
11 applicable project sponsor is expected to award a construction contract enabling the
12 beginning of construction. In alternative project delivery methods, such as design-build and
13 public-private partnership contracts, it means the start of the actual construction phase or
14 phases of the project.

15 “Highway Construction” means a capital only project or program that includes all
16 environmental, design, and construction work in public highway and street rights-of-way. This
17 includes Complete Streets, Green Streets, and active transportation improvements such as
18 bikeways and pedestrian improvements.

19 “Interest” means interest and other earnings on cash balances.

20 “Local Return” means funds returned to the cities within Los Angeles and Los Angeles
21 County, based on population, for eligible transportation-related uses as defined by the Local
22 Return Guidelines to be developed in coordination with such cities and Los Angeles County
23 and adopted by the Metro Board of Directors. Funds will be eligible for communities’
24 transportation needs, including transit, streets and roads, storm drains, Green Streets, Active
25 Transportation Projects, Complete Streets, public transit access to recreational facilities,
26 Transit Oriented Community Investments, and other unmet transit needs.

27 “Measure R” means Ordinance No. 08-01, including the attached expenditure plan, of
28 the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board
29 of Directors on July 24, 2008.

30 “Measure R Projects” means those projects and programs identified in the expenditure
31 plan attached to Ordinance No. 08-01.

32 “Metro” means the Los Angeles County Metropolitan Transportation Authority or any
33 successor entity.

1 SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

2 a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the
3 incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax
4 at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar
5 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
6 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
7 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
8 Metropolitan Transportation Authority (Measure R).

9 b. This Transactions and Use tax shall be in addition to any other taxes
10 authorized by law, including any existing or future state or local Transactions and Use tax.
11 The imposition, administration, and collection of the tax shall be in accordance with all
12 applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of
13 Equalization.

14 c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate
15 authorized by this section shall not be considered for purposes of the combined rate limit
16 established by Section 7251.1 of the Revenue and Taxation Code.

17 d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation
18 Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as
19 later amended are adopted by reference in this Ordinance.

20 e. This Ordinance incorporates provisions identical to those of the Sales and Use
21 Tax Law of the State of California insofar as those provisions are not inconsistent with the
22 requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation
23 Code.

24 f. The Transactions and Use tax shall be administered and collected by the
25 Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the
26 least possible deviation from, the existing statutory and administrative procedures followed by
27 the Board of Equalization in administering and collecting the California State Sales and Use
28 Taxes.

29 g. This Transactions and Use tax shall be administered in a manner that will be,
30 to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the
31 Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes,
32 and at the same time, minimizes the burden of record keeping upon persons subject to
33 taxation under the provisions of this Ordinance.

1 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

2 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with
3 the Board of Equalization to perform all functions incident to the administration and operation of
4 this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization
5 prior to the operative date, it shall nevertheless so contract and in such a case the operative
6 date shall be the first day of the first calendar quarter following the execution of such a contract.

7 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal
8 property at retail, a tax is hereby imposed upon all retailers in the incorporated and
9 unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the
10 gross receipts of any retailer from the sale of all tangible personal property sold at retail in said
11 territory on and after the operative date of this Ordinance. The rate of this tax shall increase to
12 one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the
13 .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan
14 Transportation Authority (Measure R).

15 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are
16 consummated at the place of business of the retailer unless the tangible personal property sold
17 is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for
18 delivery to an out-of-state destination. The gross receipts from such sales shall include delivery
19 charges, when such charges are subject to the state sales and use tax, regardless of the place
20 to which delivery is made. In the event a retailer has no permanent place of business in the
21 State or has more than one place of business, the place or places at which the retail sales are
22 consummated shall be determined under rules and regulations to be prescribed and adopted by
23 the Board of Equalization.

24 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other
25 consumption in Los Angeles County of tangible personal property purchased from any retailer
26 on and after the operative date of this Ordinance for storage, use, or other consumption in Los
27 Angeles County at the rate of one half of one percent (.5%) of the sales price of the property.
28 The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on
29 July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of
30 the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price
31 shall include delivery charges when such charges are subject to state sales or use tax
32 regardless of the place to which delivery is made.

33 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in
34 this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

1 Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with
2 Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a
3 part of this Ordinance as though fully set forth herein.

4 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE
5 TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

6 1. Wherever the State of California is named or referred to as the taxing
7 agency, the name of Metro shall be substituted therefor. However, the substitution shall not be
8 made when:

9 A. The word "State" is used as a part of the title of the State
10 Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board
11 of Equalization, State Treasury, or the Constitution of the State of California;

12 B. The result of that substitution would require action to be taken by
13 or against Metro or any agency, officer, or employee thereof rather than by or against the Board
14 of Equalization, in performing the functions incident to the administration or operation of this
15 Ordinance.

16 C. In those sections, including, but not necessarily limited to sections
17 referring to the exterior boundaries of the State of California, where the result of the substitution
18 would be to:

19 i. Provide an exemption from this Sales Tax with respect to
20 certain sales, storage, use, or other consumption of tangible personal property which would not
21 otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption
22 remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue
23 and Taxation Code; or

24 ii. Impose this Sales Tax with respect to certain sales,
25 storage, use, or other consumption of tangible personal property that would not be subject to
26 this Sales Tax by the state under the said provision of that code.

27 D. In Sections 6701, 6702 (except in the last sentence thereof),
28 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

29 2. The phrase "Los Angeles County" shall be substituted for the words "this
30 state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the
31 definition of that phrase in Section 6203 of the Revenue and Taxation Code.

32 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer
33 under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall
34 not be required by this Ordinance.

1 h. EXEMPTIONS AND EXCLUSIONS.

2 1. There shall be excluded from the measure of the transactions tax and the
3 use tax the amount of any sales tax or use tax imposed by the State of California or by any city,
4 city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law
5 or the amount of any state-administered transactions or use tax.

6 2. There are exempted from the computation of the amount of transactions
7 tax the gross receipts from:

8 A. Sales of tangible personal property, other than fuel or petroleum
9 products, to operators of aircraft to be used or consumed principally outside the County in which
10 the sale is made and directly and exclusively in the use of such aircraft as common carriers of
11 persons or property under the authority of the laws of this State, the United States, or any
12 foreign government.

13 B. Sales of property to be used outside Los Angeles County which is
14 shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to
15 such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a
16 consignee at such point. For the purposes of this paragraph, delivery to a point outside Los
17 Angeles County shall be satisfied:

18 i. With respect to vehicles (other than commercial vehicles)
19 subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of
20 the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,
21 and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of
22 the Vehicle Code by registration to an address outside Los Angeles County and by a declaration
23 under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her
24 principal place of residence; and

25 ii. With respect to commercial vehicles, by registration to a
26 place of business outside Los Angeles County and declaration under penalty of perjury, signed
27 by the buyer, that the vehicle will be operated from that address.

28 C. The sale of tangible personal property if the seller is obligated to
29 furnish the property for a fixed price pursuant to a contract entered into prior to the operative
30 date of this Ordinance.

31 D. A lease of tangible personal property which is a continuing sale of
32 such property, for any period of time for which the lessor is obligated to lease the property for an
33 amount fixed by the lease prior to the operative date of this Ordinance.

1 E. For the purposes of subparagraphs (C) and (D) of this section, the
2 sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a
3 contract or lease for any period of time for which any party to the contract or lease has the
4 unconditional right to terminate the contract or lease upon notice, whether or not such right is
5 exercised.

6 3. There are exempted from the use tax imposed by this Ordinance, the
7 storage, use, or other consumption in Los Angeles County of tangible personal property:

8 A. The gross receipts from the sale of which have been subject to a
9 transactions tax under any state-administered transactions and use tax ordinance.

10 B. Other than fuel or petroleum products purchased by operators of
11 aircraft and used or consumed by such operators directly and exclusively in the use of such
12 aircraft as common carriers of persons or property for hire or compensation under a certificate
13 of public convenience and necessity issued pursuant to the laws of this State, the United States,
14 or any foreign government. This exemption is in addition to the exemptions provided in
15 Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

16 C. If the purchaser is obligated to purchase the property for a fixed
17 price pursuant to a contract entered into prior to the operative date of this Ordinance.

18 D. If the possession of, or the exercise of any right or power over, the
19 tangible personal property arises under a lease which is a continuing purchase of such property
20 for any period of time for which the lessee is obligated to lease the property for an amount fixed
21 by a lease prior to the operative date of this Ordinance.

22 E. For the purposes of subparagraphs (C) and (D) of this section,
23 storage, use, or other consumption, or possession of, or exercise of any right or power over,
24 tangible personal property shall be deemed not to be obligated pursuant to a contract or lease
25 for any period of time for which any party to the contract or lease has the unconditional right to
26 terminate the contract or lease upon notice, whether or not such right is exercised.

27 F. Except as provided in subparagraph (G), a retailer engaged in
28 business in Los Angeles County shall not be required to collect use tax from the purchaser of
29 tangible personal property, unless the retailer ships or delivers the property into the County or
30 participates within the County in making the sale of the property, including, but not limited to,
31 soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer
32 in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the
33 County under the authority of the retailer.

1 G. “A retailer engaged in business in Los Angeles County” shall also
2 include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1
3 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in
4 compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered
5 under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be
6 required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or
7 aircraft at an address in Los Angeles County.

8 4. Any person subject to use tax under this Ordinance may credit against
9 that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or
10 retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and
11 Taxation Code with respect to the sale to the person of the property the storage, use, or other
12 consumption of which is subject to the use tax.

13 i. AMENDMENTS. All amendments subsequent to the effective date of this
14 Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use
15 taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and
16 Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and
17 Taxation Code, shall automatically become a part of this Ordinance, provided however, that no
18 such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

19 j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or
20 other legal or equitable process shall issue in any suit, action, or proceeding in any court
21 against the State or Metro, or against any officer of the State or Metro, to prevent or enjoin the
22 collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code,
23 of any tax or any amount of tax required to be collected.

24 25 SECTION 7. USE OF REVENUES

26 a. All Net Revenues generated from the Sales Tax imposed pursuant to this
27 Ordinance plus any Interest, less any funds necessary for satisfaction of debt service and
28 related requirements of all bonds issued and obligations incurred pursuant to this Ordinance
29 that are not satisfied out of separate allocations, shall be allocated solely for the transportation
30 purposes described in this Ordinance.

31 b. Metro shall establish and administer a sales tax revenue fund and such
32 subfunds as established in this Ordinance. All Net Revenues and Interest on Sales Tax
33 Revenues shall be credited into the sales tax revenue fund and credited to the appropriate
34 subfunds and programs in accordance with the percentages in the column entitled “% of Sales

Tax (net of Admin)” on page 1 of Attachment A. All sums in the sales tax revenue fund shall be expended by Metro for the projects and programs described in Attachment A. Metro may expend additional funds from sources other than the Sales Tax imposed pursuant to this Ordinance on the projects and programs described in Attachment A.

1. Metro shall establish the following subfunds of the sales tax revenue fund:

A. Transit Operating and Maintenance Subfund, for Metro Rail Operations program funds, Transit Operations (Metro and Municipal Providers) program funds, ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

i. Metro Rail Operations program funds are eligible to be used for Metro Rail State of Good Repair.

ii. Transit Operations program funds are eligible to be used for Metro State of Good Repair.

B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction (including System Connectivity Projects – Airports, Union Station, and Countywide BRT) program funds and Metro State of Good Repair program funds. This subfund shall include a Transit Contingency Subfund.

i. Transit Contingency Subfund. All Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good Repair, that are not assigned to a specific project or program coded “T” in the “modal code” column of Attachment A shall be credited to the Transit Contingency Subfund.

C. Highway, Active Transportation, Complete Streets (Capital) Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway Congestion Programs and Goods Movement) program funds and Metro Active Transportation (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway Contingency Subfund.

i. Highway Contingency Subfund. All Net Revenues allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except those allocated to Metro Active Transportation Program, that are not assigned to a specific highway capital project or program coded “H” in the “modal code” column of Attachment A shall be credited to the Highway Contingency Subfund.

D. Local Return/Regional Rail Subfund, for Local Return program funds and Regional Rail program funds.

2. For each project identified in the “Expenditure Plan Major Projects”

1 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
2 column entitled "Measure M Funding 2015\$" for each project. Such expenditures shall
3 commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the
4 subsequent two fiscal years, except that expenditures for preconstruction costs may commence
5 sooner.

6 A. Metro may expend funds from the Contingency Subfunds for
7 inflation adjustments for any project identified in the "Expenditure Plan Major Projects" section
8 of Attachment A if less than two-thirds (2/3) of the amount allocated in the "Measure M
9 Funding 2015\$" column has been expended prior to the first day of Fiscal Year 2027. Such
10 expenditures shall be deducted from the Highway Contingency Subfund if the project is coded
11 "H" in the "modal code" column of Attachment A or from the Transit Contingency Subfund if
12 the project is coded "T" in the "modal code" column of Attachment A. Such expenditures shall
13 not exceed the actual amount of inflation since 2015 as determined by an index selected by
14 the Metro Board of Directors.

15 3. For each program identified in the "Multi-Year Subregional Programs"
16 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
17 column entitled "Measure M Funding 2015\$" for each program. Such expenditures shall
18 commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the
19 subsequent two fiscal years, except that expenditures for preconstruction costs may
20 commence sooner.

21 A. Metro may expend funds from the Contingency Subfunds for
22 inflation adjustments for any project identified in the "Multi-Year Subregional Programs"
23 section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted
24 from the Highway Contingency Subfund if the project is coded "H" in the "modal code" column
25 of Attachment A or from the Transit Contingency Subfund if the project is coded "T" in the
26 "modal code" column of Attachment A. Such expenditures shall not exceed the actual amount
27 of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

28 4. Metro shall expend funds allocated to the Contingency Subfunds, to the
29 extent necessary, to service the debt of any bonds issued or other obligations incurred
30 pursuant to Section 12 of this Ordinance.

31 5. Metro may expend funds from the Contingency Subfunds for
32 Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in
33 which Net Revenues received are not sufficient to meet Metro's funding obligations for that
34 year for such projects.

1 6. No earlier than July 1, 2039, the Metro Board of Directors shall increase
2 the percentage of Net Revenues allocated to the Regional Rail program of the Local Return
3 and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the
4 recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of
5 Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by
6 corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile
7 (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or
8 both. No reduction shall delay any projects in Attachment A.

9 7. On July 1, 2039, the percentage of Net Revenues allocated to the Local
10 Return program shall increase by three percent of Net Revenues. The Metro Board of
11 Directors shall make corresponding reductions to either the Transit Construction or Highway
12 Construction programs, or both. No reduction shall delay any projects in Attachment A.

13 c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year
14 Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify
15 definitions of active transportation, first/last mile, visionary seed project studies, street car and
16 circulator projects, greenway projects, mobility hubs, highway efficiency and operational
17 improvement projects, bus system improvements, highway demand-based programs (such as
18 high occupancy vehicle extensions and connections), transit capital projects, transportation
19 system and mobility improvements, bus rapid transit capital improvements, safe route to
20 schools, multi-modal connectivity projects, arterial street improvements, freeway interchange
21 improvements, goods movement improvements, highway and transit noise mitigations,
22 intelligent transportation systems, transportation technology improvements, streetscape
23 enhancements and Great Streets, public transit state of good repair, and traffic congestion
24 relief improvements.

25 d. Metro may enter into an agreement with the Board of Equalization to transfer
26 Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the
27 timely payment of debt service and related obligations, prior to Metro's receipt and deposit of
28 such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such
29 payments of debt service and related obligations shall be allocated to the appropriate subfund
30 consistent with the expenditure of the proceeds of the corresponding debt.

31 e. Metro shall include the projects and programs in Attachment A in the Long
32 Range Transportation Plan within one year of the date the Ordinance takes effect. The revised
33 and updated Long Range Transportation Plan shall also include capital projects and capital
34 programs that are adopted by each subregion that are submitted to Metro for inclusion in the

1 revised and updated Long Range Transportation Plan, if the cost and schedule details are
2 provided by the subregions, in a manner consistent with the requirements of the plan.

3 f. Three percent (3%) of the total project cost of any Expenditure Plan Major
4 Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles
5 County, and Los Angeles County for those projects in unincorporated areas, based upon the
6 percent of project total centerline track miles to be constructed within that jurisdiction's borders if
7 one (1) or more stations are to be constructed within the borders of said jurisdiction. An
8 agreement approved by both Metro and the governing board of the jurisdiction shall specify the
9 total project cost determined at the conclusion of thirty percent (30%) completion of final design
10 (which shall not be subject to future cost increases), the amount to be paid, and a schedule of
11 payments. If the total project cost estimate is reduced after the conclusion of thirty percent
12 (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced
13 accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however,
14 shall incur the full cost of any such betterment. Such agreements shall be in accordance with
15 guidelines adopted by the Metro Board of Directors.

16 1. If no agreement is entered into and approved prior to the award of
17 any contract authorizing the construction of the project within the borders of the jurisdiction, or if
18 at any time the local jurisdiction is in default of any sums due pursuant to the approved
19 agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that
20 jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and
21 used to pay for the project until the three percent (3%) threshold is met.

22 g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct
23 a comprehensive assessment of each project and program identified in Attachment A as an
24 "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall
25 determine which projects or programs are either completed, or anticipated to be completed
26 during the next ten-year period. The Measure M Independent Taxpayer Oversight Committee
27 of Metro, established pursuant to Section 8, shall review and comment on the assessment.
28 Metro shall also conduct a public review prior to the assessment's approval. Upon approval of
29 this assessment by a two-thirds vote, the Metro Board of Directors may:

30 1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional
31 Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not
32 delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure M
33 Funding 2015\$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

1 Program.” No “Expenditure Plan Major Projects” or “Multi-Year Subregional Programs” may
2 be added to the Expenditure Plan except through the decennial process described herein.

3 A. Should an “Expenditure Plan Major Project” or “Multi-Year
4 Subregional Program”, except for those coded “sc” in the “subregion” column of Attachment A,
5 be completed without the expenditure of all Net Revenues allocated to that project or program
6 in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the
7 same subregion as the project or program so completed. The Metro Board of Directors shall
8 determine by a two-thirds (2/3) vote whether a project or program is complete.

9 B. Should an “Expenditure Plan Major Project” or “Multi-Year
10 Subregional Program” coded “sc” in the “subregion” column of Attachment A be completed
11 without the expenditure of all Net Revenues allocated to that project or program in Attachment
12 A, the surplus Net Revenues shall be expended on another “Expenditure Plan Major Project”
13 or “Multi-Year Subregional Program” coded “sc” in the “subregion” column of Attachment A.
14 The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or
15 program is complete.

16 2. Adopt an amendment to transfer Net Revenues between the Transit,
17 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
18 (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except
19 through the decennial process described herein.

20 3. Adopt an amendment to Attachment B pursuant to Section 11(a). No
21 such amendment shall be adopted except through the decennial process described herein
22 provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment
23 B prior to the comprehensive assessment in Fiscal Year 2047.

24 h. No Net Revenues generated from the Sales Tax shall be expended on the
25 State Route 710 North Gap Closure Project.

26 i. Notwithstanding any other provision of this Ordinance, no recipient of Local
27 Return program funds may expend more than thirty-three and one-third percent (33⅓ %) of
28 total funds received in any fiscal year on Green Streets.

30 SECTION 8. OVERSIGHT

31 a. There is hereby established a Measure M Independent Taxpayer Oversight
32 Committee of Metro (“Committee”) to provide an enhanced level of accountability for
33 expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall

1 meet at least four (4) times each year to carry out the purposes of this Ordinance. The
2 Committee reports directly to the Metro Board of Directors and the public.

3 b. It is the intent that the Committee will assist Metro and take advantage of
4 changing situations in the future with regard to technologies and transportation developments.
5 Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are
6 not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

7 c. Committee Membership. The Committee Members established for oversight
8 shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive
9 role in the ongoing improvement and enhancement of this Ordinance.

10 1. As such, the Committee Members shall be comprised of seven (7)
11 voting members representing the following professions or areas of expertise:

12 A. A retired Federal or State judge

13 B. A professional from the field of municipal/public finance and/or
14 budgeting with a minimum of ten (10) years of relevant experience

15 C. A transit professional with a minimum of ten (10) years of
16 experience in senior-level decision making in transit operations and labor practices

17 D. A professional with a minimum of ten (10) years of experience in
18 management and administration of financial policies, performance measurements, and reviews

19 E. A professional with demonstrated experience of ten (10) years or
20 more in the management of large-scale construction projects

21 F. A licensed architect or engineer with appropriate credentials in the
22 field of transportation project design or construction and a minimum of ten (10) years of relevant
23 experience

24 G. A regional association of businesses representative with at least
25 ten (10) years of senior-level decision making experience in the private sector

26 2. The intent is to have one member representing each of the specified
27 areas of expertise. If, however, after a good faith effort, qualified individuals have not been
28 identified for one (1) or more of the areas of expertise, then no more than two (2) members from
29 one (1) or more of the remaining areas of expertise may be selected.

30 3. The members of the Committee must reside in Los Angeles County and
31 be subject to conflict of interest provisions. No person currently serving as an elected or
32 appointed city, county, special district, state, or federal public officeholder shall be eligible to
33 serve as a member of the Committee.

34 d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

1 of interest policies. The members shall have no legal action pending against Metro and are
2 prohibited from acting in any commercial activity directly or indirectly involving Metro, such as
3 being a consultant to Metro or to any party with pending legal actions against Metro during their
4 tenure on this Committee. Committee members shall not have direct commercial interest or
5 employment with any public or private entity, which receives sales tax funds authorized by this
6 Ordinance.

7 e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall
8 select for approval the Oversight Committee Members, who will be responsible for performing
9 the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons,
10 each of whom shall be members of the Metro Board of Directors, or their designee.

11 1. The Panel shall be selected as follows, and will represent the existing
12 leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

13 A. One representative from the Los Angeles County Board of
14 Supervisors; and

15 B. One representative selected by the Mayor of the City of Los
16 Angeles; and

17 C. One representative from the Los Angeles County Cities

18 2. The Panel shall screen and recommend potential candidates for
19 Committee Membership. The Panel will develop guidelines to solicit, collect, and review
20 applications of potential candidates for membership on the Committee. The filling of
21 membership vacancies, due to removals and reappointments will follow these same guidelines.

22 3. The recommended candidates for Committee Membership
23 shall be approved by the Metro Board by a simple majority.

24 f. Term. Each member of the Committee shall serve for a term of five (5) years,
25 and until a successor is appointed, except that initial appointments may be staggered with terms
26 of three (3) years. A Committee member may be removed at any time by the appointing
27 authority. Term limits for Committee members will be staggered to prevent significant turnover
28 at any one time. There is no limit as to the number of terms that a Committee member may
29 serve. Members will be compensated through a stipend and they may choose to waive.

30 g. Resignation. Any member may, at any time, resign from the Committee upon
31 written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent
32 to seek public office, including a filing under California Government Code Section 85200, or
33 change of residence to outside the County shall constitute a Member's automatic resignation.

34 h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

1 quarterly basis to carry out its responsibilities and is hereby charged with the following
2 responsibilities:

3 1. *General Responsibilities*

4 A. The Committee will have the responsibility for approving the scope
5 of work and direct the work of the auditors, to include at minimum the above mentioned areas.
6 Selection of the auditors will follow the Board approved procurement and solicitation policies.
7 The Committee will be involved in the solicitation and selection process of the auditors.

8 B. The Committee shall prepare an annual report on the results of the
9 annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro
10 Board of Directors.

11 C. The Committee shall review all proposed debt financing and make
12 a finding as to whether the benefits of the proposed financing for accelerating project delivery,
13 avoiding future cost escalation, and related factors exceed issuance and interest costs.

14 D. The Committee shall review any proposed amendments to the
15 Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed
16 amendments further the purpose of the Ordinance.

17 2. *Quarterly Responsibilities.* The Committee shall at minimum review the
18 following:

19 A. For each Subfund, make findings on the effective and efficient use
20 of funds.

21 B. For Local Return funds, review the programmed revenues and
22 uses for each of the local jurisdictions.

23 C. For Transit and Highway (Capital), review comparison of budget
24 expended to project milestone completion, comparison of contingency spent to project
25 completion, and review of soft costs expended.

26 D. For Active Transportation Program, review programmed revenues
27 and uses.

28 E. For State of Good Repair, review budget and expenses.

29 F. For Transit Operating and Maintenance (which includes Metro Rail
30 Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors
31 and students, and Regional Rail), review budget and expenses.

32 3. *Annual Responsibilities*

33 A. The Committee shall review the results of the audit performed

1 and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such
2 findings shall include a determination as to whether recipients of Net Revenues allocated and
3 funds were expended for all the Subfunds (listed in Attachment A) and have complied with this
4 Ordinance and any additional guidelines developed by Metro.

5 B. *Annual Financial and Compliance Audit.* Metro shall contract for
6 an annual audit, to be completed within six (6) months after the end of the fiscal year being
7 audited, for the purpose of determining compliance by Metro with the provisions of this
8 Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal
9 year. The audit should include a determination as to whether recipients of Net Revenues
10 allocated from these Subfunds have complied with this Ordinance and any additional guidelines
11 developed by Metro for these Subfunds.

12 C. For major corridor projects, included in the Expenditure Plan, the
13 Committee shall review at least once a year:

14 i. Project costs, established LOP budgets, and any
15 significant cost increases and/or major scope changes of the major corridor projects identified in
16 the Expenditure Plan.

17 ii. The funding available and programmed for the projects
18 included in the Expenditure Plan, as well as any funding gaps for each of these projects. The
19 Committee shall provide recommendations on possible improvements and modifications to
20 deliver the Plan.

21 iii. Performance in terms of project delivery, cost controls,
22 schedule adherence, and related activities.

23 4. *Five-Year Responsibilities*

24 A. The Committee shall review the Comprehensive Program
25 Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance
26 with Section 7(g) and make findings and/or provide recommendations for improving the
27 program. The results of this assessment will be presented to the Metro Board of Directors.

28 B. *Comprehensive Program Assessment.* Metro shall conduct every
29 five (5) years a comprehensive review of all projects and programs implemented under the Plan
30 to evaluate the performance of the overall program and make recommendations to improve its
31 performance on current practices, best practices, and organizational changes to improve
32 coordination.

33 i. Accountability to the Public and the Metro Board. All audit reports, findings, and
34 recommendations will be available and accessible to the public (through various types of media)

1 prior to the public hearing and upon request. Metro will establish a website dedicated to the
2 Oversight of this Measure and include all pertinent Ordinance information for the public. The
3 Committee shall review all audits and hold an annual public hearing to report on the results of
4 the audits.

6 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

7 a. It is the intent of Metro that any Sales Tax Revenues provided to local
8 jurisdictions in Los Angeles County under the program described in Attachment A as "Local
9 Return" be used to augment, not supplant, existing local revenues being used for
10 transportation purposes.

11 b. Metro shall develop guidelines that, at a minimum, specify maintenance of
12 effort requirements for the local return program, matching funds, and administrative
13 requirements for the recipients of revenue derived from the Sales Tax.

15 SECTION 10. COSTS OF ADMINISTRATION

16 Metro shall establish an Administration/Local Return fund and one and one-half
17 percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are
18 received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be
19 immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue
20 fund to be used solely for the Local Return program. All other amounts in the
21 Administration/Local Return fund shall be available to Metro for administrative costs, including
22 contractual services.

24 SECTION 11. AMENDMENTS

25 a. The Metro Board of Directors may amend this Ordinance, including Attachment
26 A and Attachment B, with the exception of Section 11, for any purpose subject to the
27 limitations contained in Section 7(g), including as necessary to account for the results of any
28 environmental review required under the California Environmental Quality Act or the National
29 Environmental Policy Act and any related federal statute of the projects listed in Attachment A.
30 Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the
31 Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to
32 adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of
33 Supervisors, the city council of each city in Los Angeles County, and the public, and shall

1 provide them with a copy of the proposed amendments, at least 60 days prior to the public
2 meeting.

3 b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the
4 "Schedule of Funds Available" columns listed in Attachment A to accelerate a project,
5 provided that any such amendments shall not reduce the amount of funds assigned to any
6 other project or program as shown in the "Measure M Funding 2015\$" column of Attachment
7 A or delay the Schedule of Funds Available for any other project or program. Metro shall hold
8 a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the
9 public meeting to the Los Angeles County Board of Supervisors, the city council of each city in
10 Los Angeles County, and the public, and shall provide them with a copy of the proposed
11 amendments, at least 30 days prior to the public meeting.

12 c. The Metro Board of Directors shall not adopt any amendment to this
13 Ordinance, including Attachment A, that reduces total Net Revenues allocated to the sum of
14 the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation,
15 Complete Streets (Capital) Subfund. Not more than once in any ten (10) year period
16 commencing in FY2027, Metro may adopt an amendment transferring Net Revenues between
17 the Transit, First/Last Mile (Capital) Subfund and the Highway, Active Transportation,
18 Complete Streets (Capital) Subfund. This subparagraph shall not apply to adjustments to the
19 Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund and the Highway,
20 Active Transportation, Complete Streets (Capital) Subfund pursuant to Section 7(b)(6) or
21 Section 7(b)(7). Such adjustments shall not require an amendment to this Ordinance or
22 Attachment A.

23 d. Notwithstanding Section 11(a) of this Ordinance, the Metro Board of Directors
24 shall not adopt any amendment to this Ordinance, including Attachment A, that reduces Net
25 Revenues allocated to the Transit Operating & Maintenance Subfund or the Local
26 Return/Regional Rail Subfund.

27 e. The Metro Board of Directors may amend Section 11 of this Ordinance if such
28 amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of
29 Directors and are approved by a majority of the voters voting on a measure to approve the
30 amendment. Metro shall hold a public meeting on proposed amendments prior to adoption.
31 Metro shall provide notice of the public meeting to the Los Angeles County Board of
32 Supervisors, the city council of each city in Los Angeles County, and the public, and shall
33 provide them with a copy of the proposed amendments, at least 60 days prior to the public
34 meeting. Amendments shall become effective immediately upon approval by the voters.

1 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

2 a. Metro is authorized to issue limited tax bonds and incur other obligations, from
3 time to time, payable from and secured by all or any portion of the Sales Tax Revenues to
4 finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of
5 the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of
6 the Public Utilities Code or the Government Code. As additional security, such bonds and other
7 obligations may be further payable from and secured by farebox revenues or general revenues
8 of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other
9 available source of Metro's revenues, in each case as specified in a resolution adopted by a
10 majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance
11 costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of
12 the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of
13 Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases,
14 reimbursement agreements, standby bond purchase agreements, interest rate swap
15 agreements or other derivative contracts or to engage in any other transaction under the
16 Government Code, the Public Utilities Code or any other law.

17 b. The Metro Board of Directors shall adopt guidelines regarding the issuance of
18 bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall,
19 at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such
20 bonds and other obligations and (b) the payment of debt service and other amounts with respect
21 to such bonds and other obligations, for purposes of meeting the program expenditure
22 requirements of Section 7 hereof.

23
24 SECTION 13. APPROPRIATIONS LIMIT

25 Article XIIB of the California Constitution requires certain governmental entities to
26 establish an annual appropriations limit. This appropriations limit is subject to adjustment as
27 provided by law. To the extent required by law, Metro shall establish an annual appropriations
28 limit and expenditures of the retail transactions and use tax shall be subject to such limit.

29
30 SECTION 14. ELECTION

31 Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a
32 special election to place this Ordinance before the voters. The ballot language shall read as
33 follows:
34

1 **Los Angeles County Traffic Improvement Plan.**

2 To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets;
3 earthquake retrofit bridges; synchronize signals; keep senior/disabled/student fares
4 affordable; expand rail/subway/bus systems; improve job/school/airport connections; and
5 create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan
6 through a ½ ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide
7 to end it, with independent audits/oversight and funds controlled locally?

8
9 SECTION 15. EFFECTIVE DATE

10 a. This Ordinance shall be effective on January 1, 2017, if:

11 1. Two-thirds (2/3) of the voters voting on the measure vote to approve
12 this Ordinance at the statewide general election scheduled for November 8, 2016; and

13 2. No California state statute that requires Metro to provide funding from
14 revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or
15 program other than those in the Expenditure Plan, or provide a level of funding greater than
16 described in the Expenditure Plan, or on a different schedule than described in the Expenditure
17 Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by
18 the Metro Board of Directors and becomes law.

19
20 SECTION 16. SEVERABILITY

21 If any tax or provision of this Ordinance is for any reason held invalid or unenforceable
22 by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of
23 the remaining taxes or provisions, and Metro declares that it would have passed each part of
24 this Ordinance irrespective of the validity of any other part.

Los Angeles County Transportation Expenditure Plan
Outline of Expenditure Categories
Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

ATTACHMENT A

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations ¹	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980
	Transit Operations ² (Metro & Municipal Providers)	20%	\$ 169	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860
	Metro State of Good Repair ⁵	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Local Return / Regional Rail	Local Return - Base ³ (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130
	<i>Local Return / Regional Rail (Beginning FY 2040) ⁴</i>					3% / 1% 	
					\$ 690	\$ 2,240	\$ 2,930
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590
Administration /Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600
	1.0% Local Return ³	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390

- Funds are eligible to be used for Metro Rail State of Good Repair.
- Funds are eligible to be used for Metro State of Good Repair.
- 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues.**
- To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.
- The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.
Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
	Expenditure Plan Major Projects		1 st yr of Range						
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H
35	Lincoln Blvd BRT	i,o	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H
46	Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence

(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date †	Expected Opening Date (3 year range)					
	Multi-Year Subregional Programs			1 st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Footnotes:

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
- g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach).
No capital funds from the Green Line to Torrance Project will be used for the studies.
- h. I-710 South Project assumes an additional \$2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
- i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
- m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
- n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
- o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
- p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
- q. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
- r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
- s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000.

* Subregion Abbreviations:

sc = System Connectivity Projects (no subregion)
av = Arroyo Verdugo
lvm = Las Virgenes Malibu
cc = Central City Area
sg = San Gabriel Valley

nc = North County

sb = South Bay

w = Westside

gc = Gateway Cities

sf = San Fernando Valley

® Indicates Measure R-related Projects

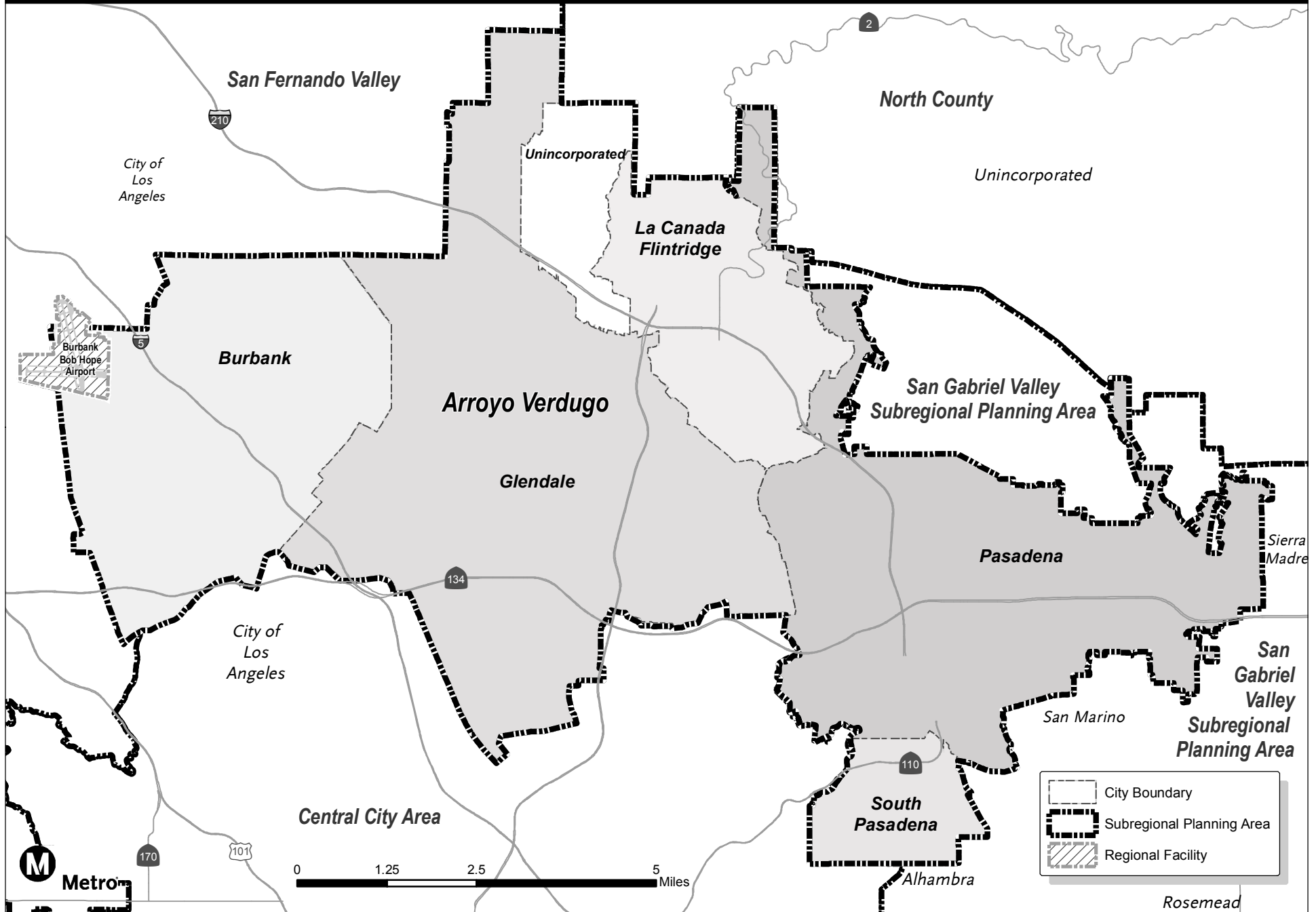
CY = Calendar Year

FY = Fiscal Year

YOE = Year of Expenditure

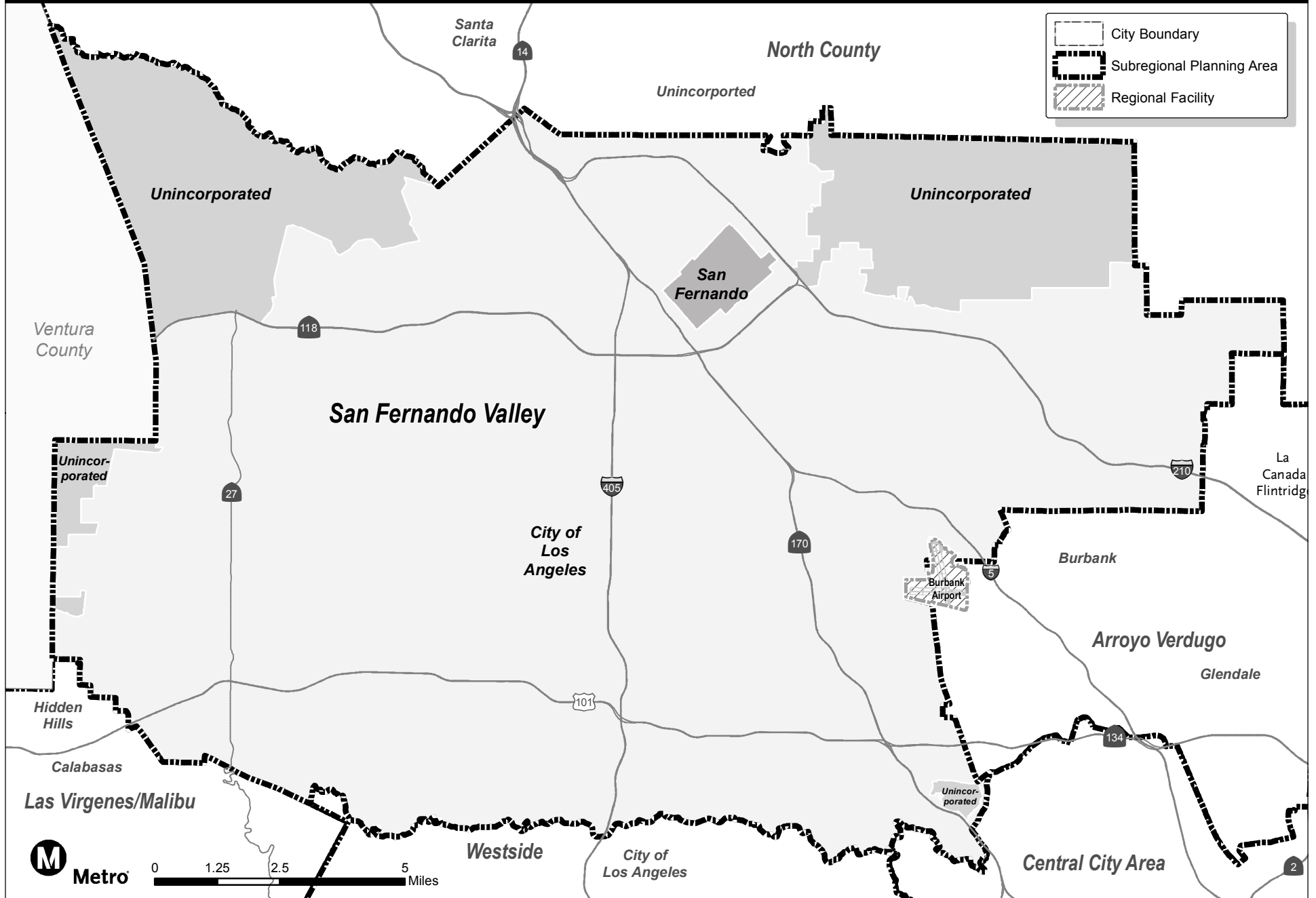
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Arroyo Verdugo Subregional Planning Area



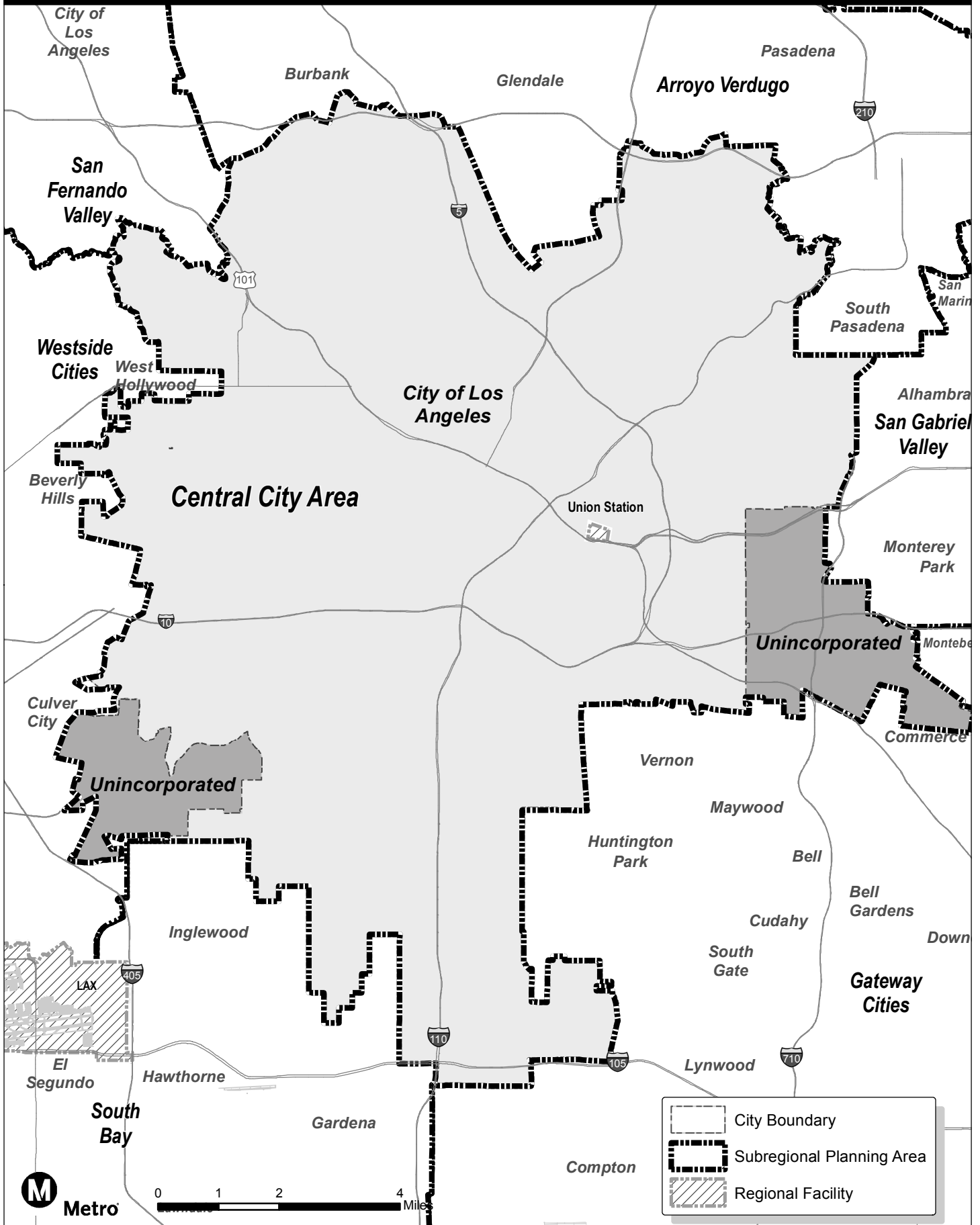
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San Fernando Subregional Planning Area



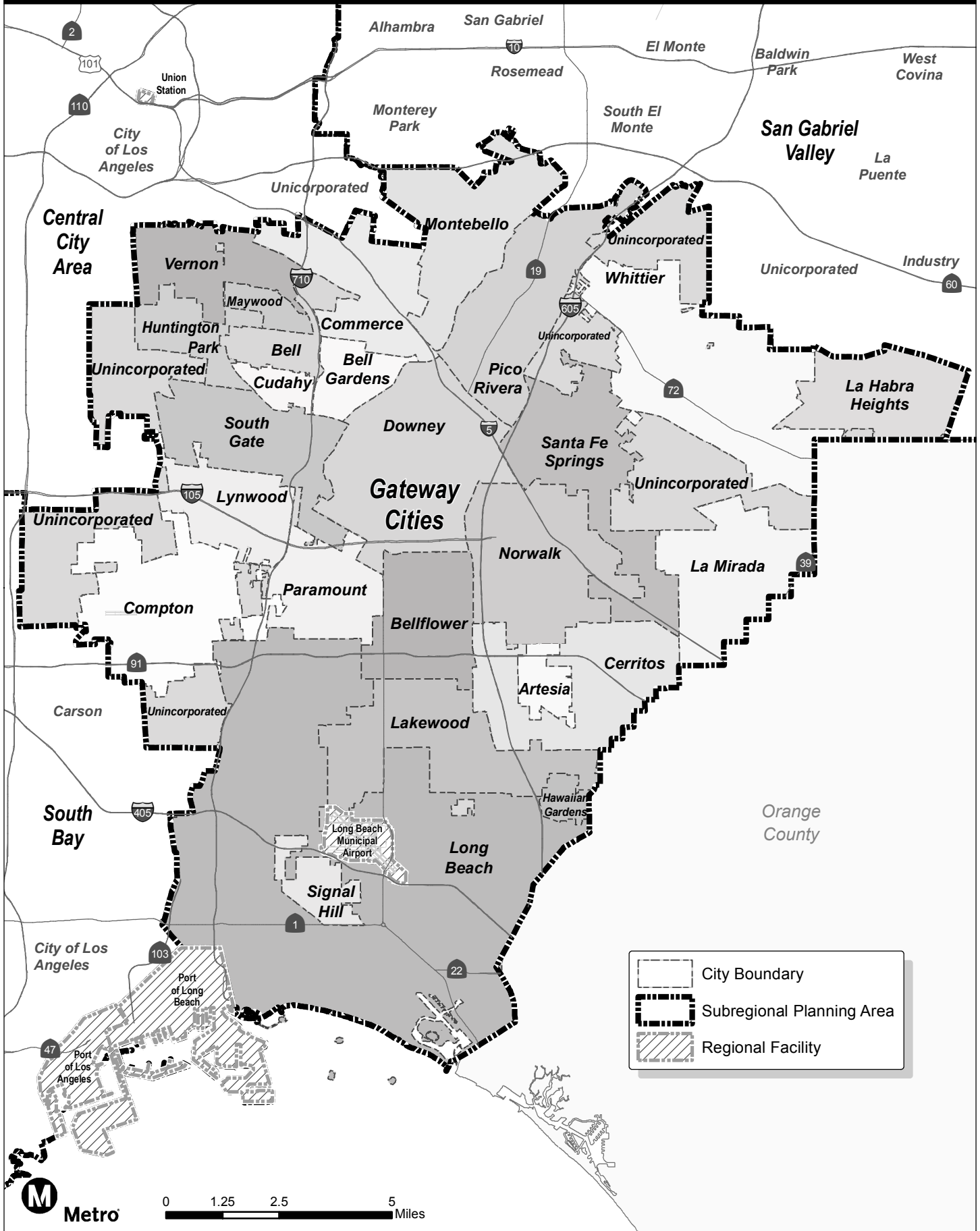
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Central City Area Subregional Planning Area

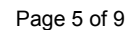


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Gateway Cities Subregional Planning Area

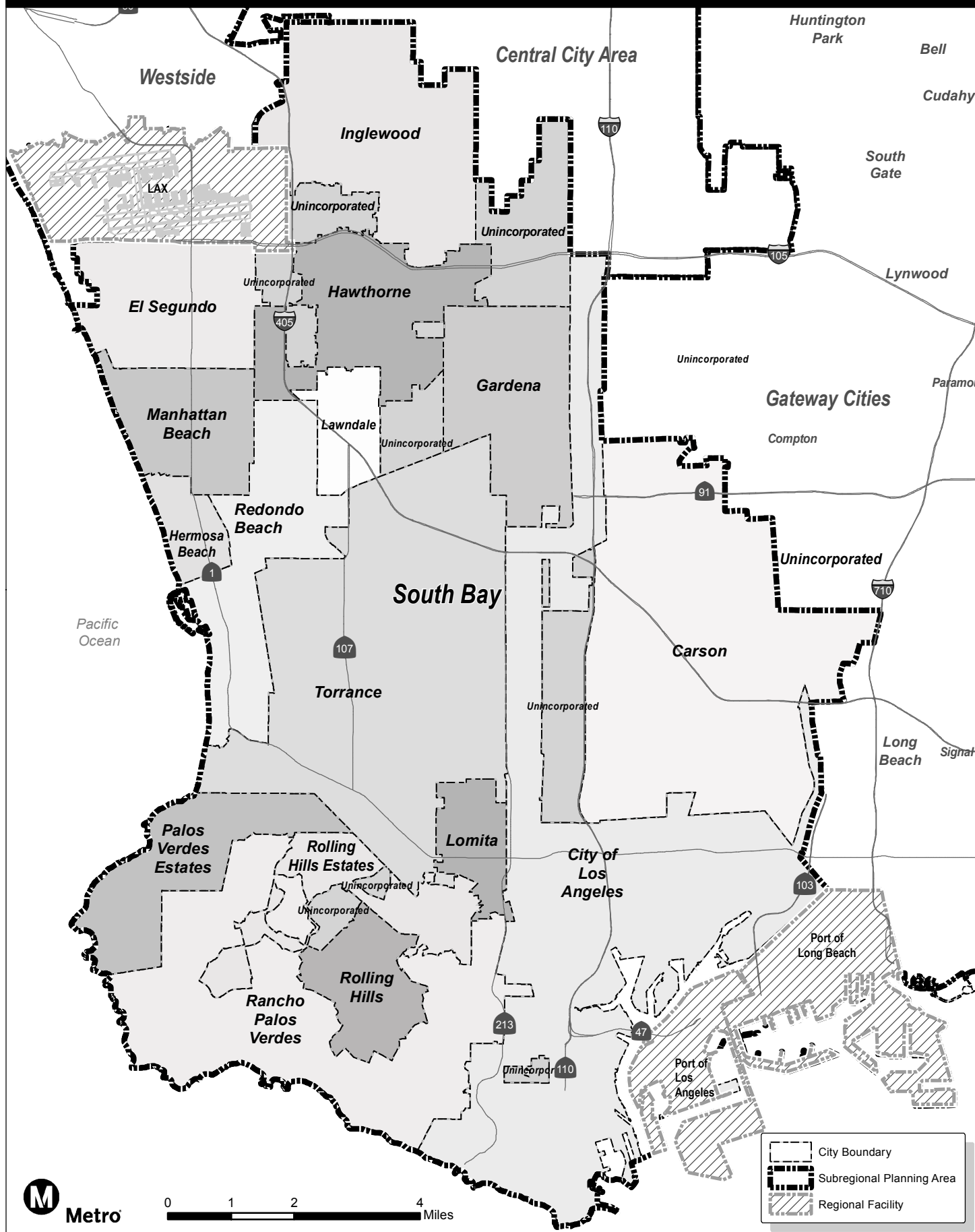


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San Gabriel Subregional Planning Area



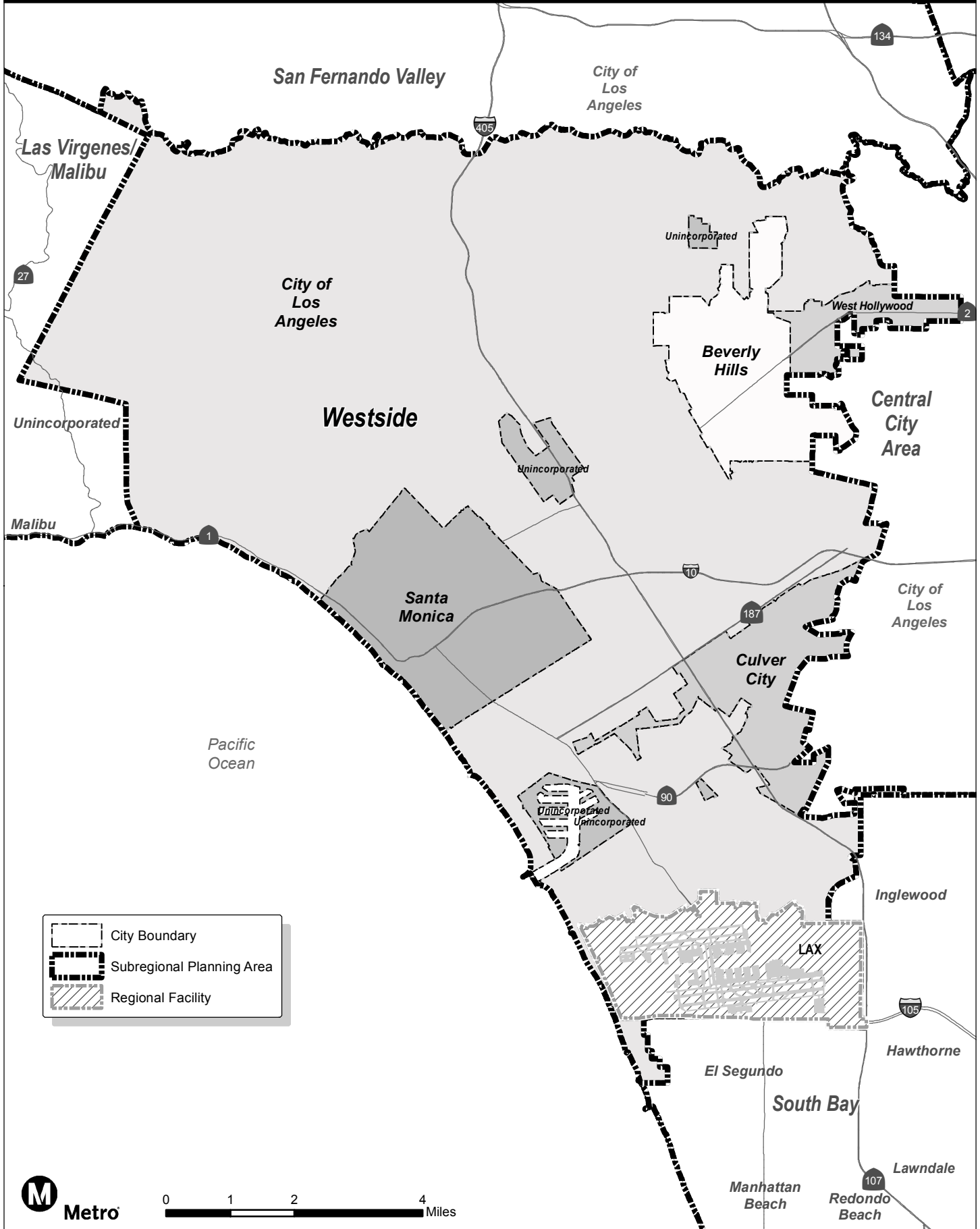
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South Bay Subregional Planning Area



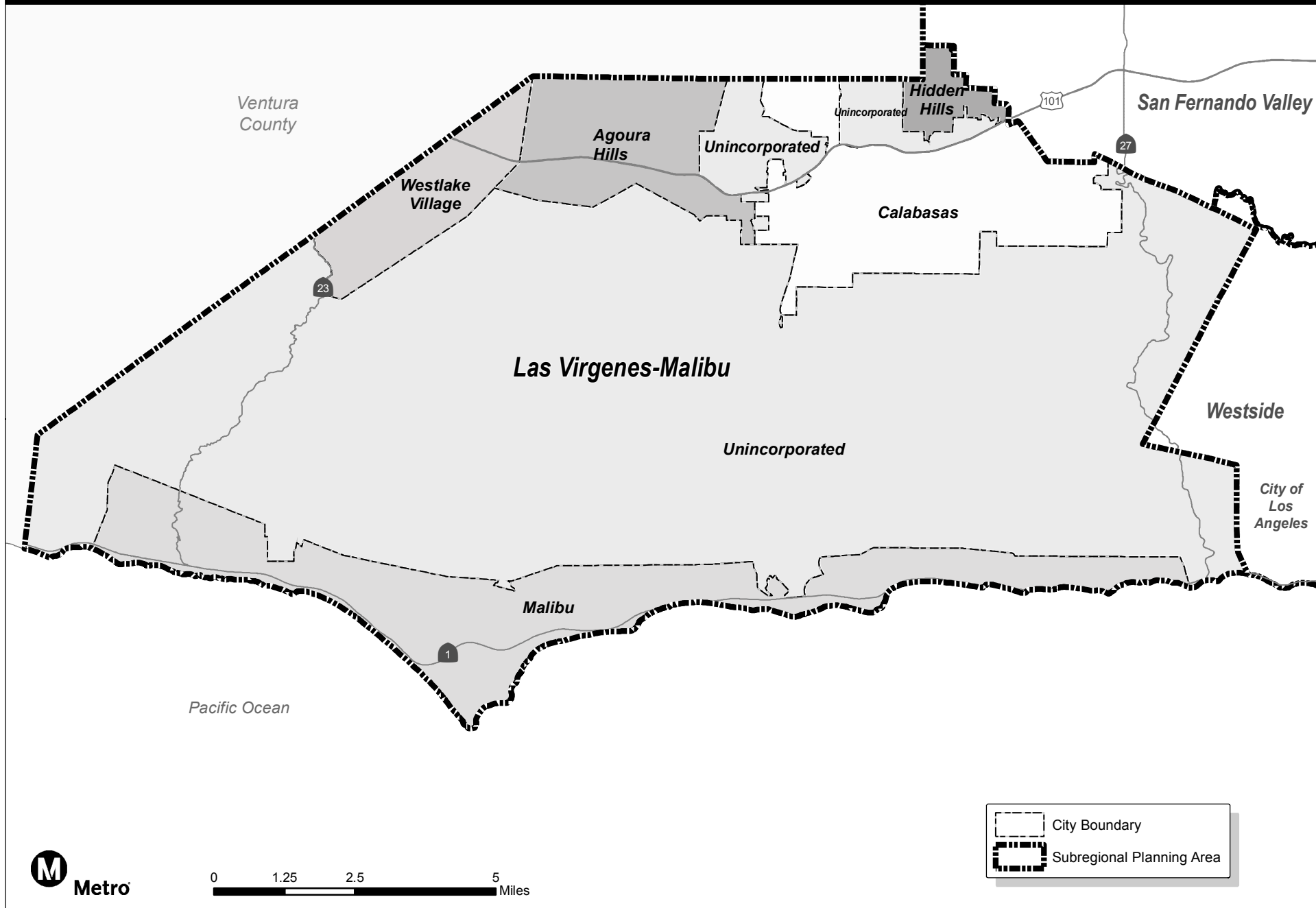
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Westside Subregional Planning Area



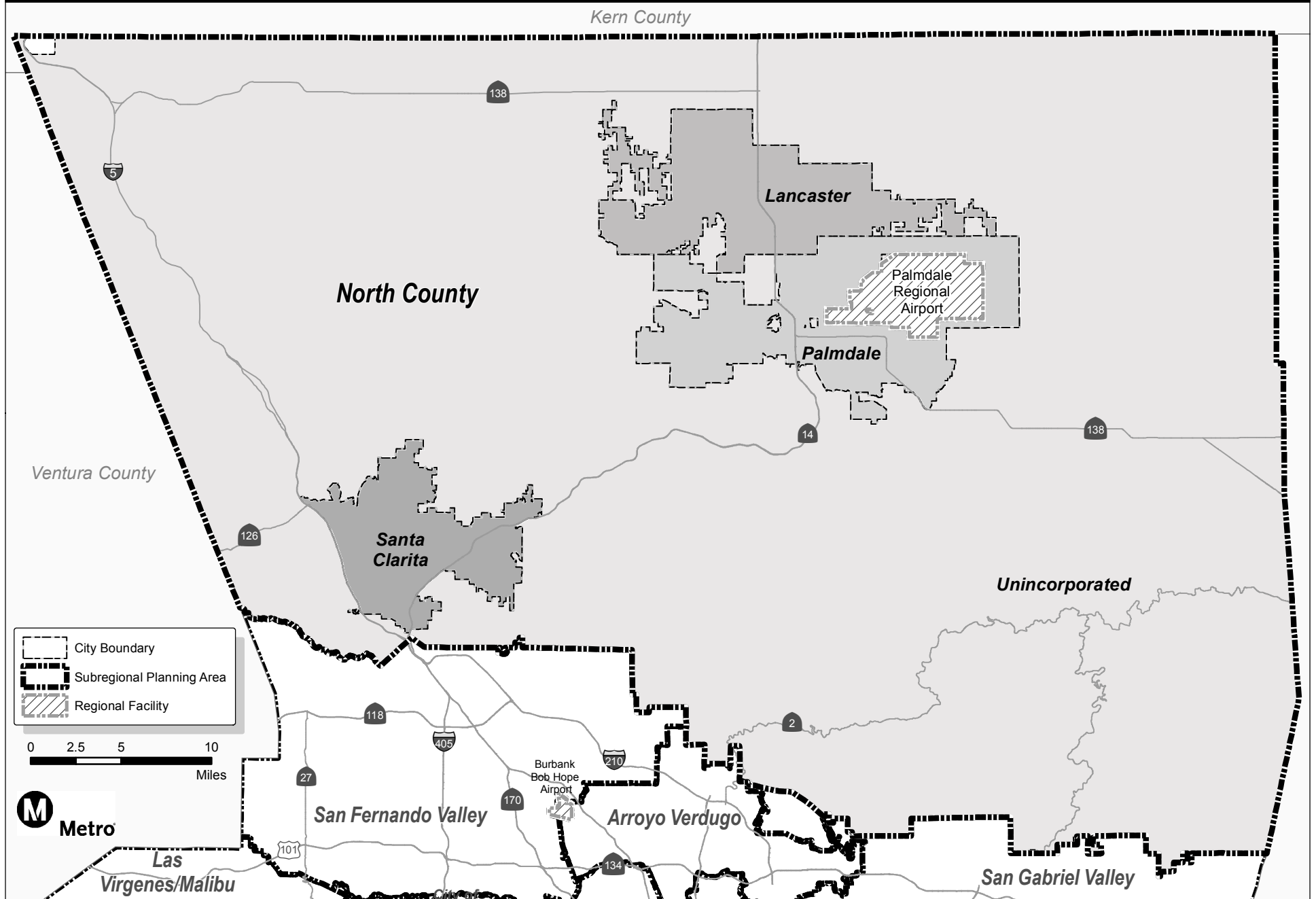
ATTACHMENT B - page 8 of 9

Las Virgenes-Malibu Subregional Planning Area



ATTACHMENT B - page 9 of 9

North County Subregional Planning Area





MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT OBJECTIVES AND CRITERIA

PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2026



Metro

File# 2026-0406

RECOMMENDATION

APPROVE objectives and criteria for the Measure M 10-Year Comprehensive Assessment.

Comprehensive Assessment

PURPOSE

The Assessment serves as a key milestone in the implementation of Measure M:

- Provide accountability and transparency for Measure M expenditures
- Assess Metro performance in delivering the voter-approved program
- Position Metro and its partners for the next decade of investment



PROCESS



Five-year look back and ten-year look forward



Estimate Measure M financial capacity



Assess project and program benefits



Coordinate with key Metro teams



Gather & evaluate stakeholder feedback



Prepare assessment and amendments for Board consideration*



**2/3 Board vote to approve report and amend Expenditure Plan*

Overview: Assessment Framework and Objectives

Measure M 5/10- Year Comprehensive Assessment

PART 1

MM5Y* Systemwide Assessment (FY23-27)

- > State of the System & Quality of Life
- > Program Delivery



PART 2

MM10Y** Capital Project and Program Assessment (FY18-37)

- > Performance and Delivery Assessment
- > Measure M Amendments

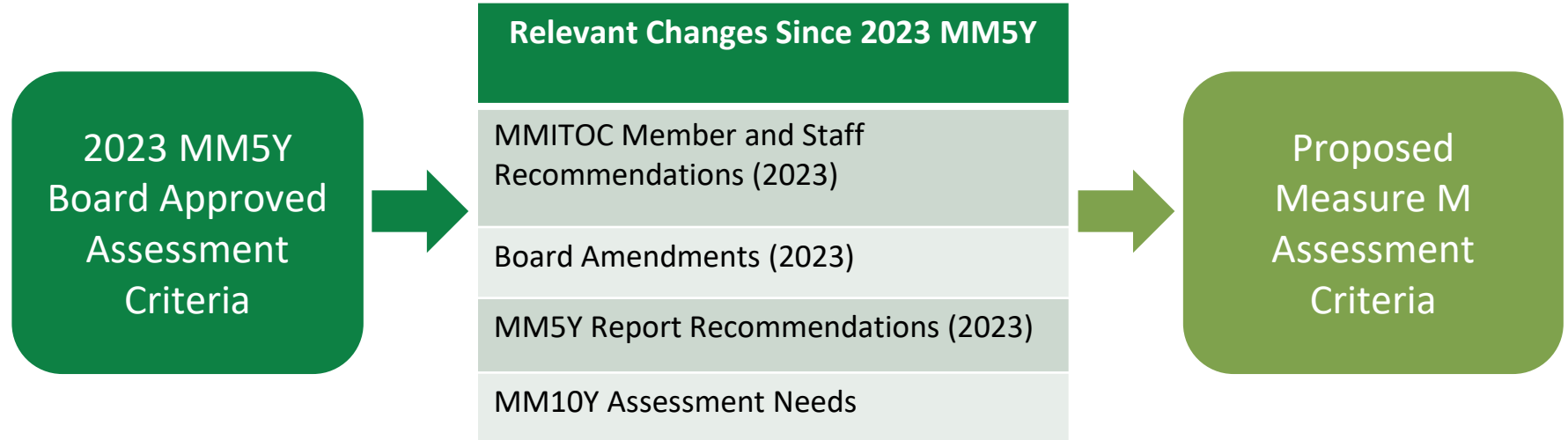
The Assessment Objectives are to:

- > Assess performance on the **efficiency and effectiveness** in delivering 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** to be used going forward
- > Identify and evaluate any **organizational changes** needed to improve coordination

*MM5Y: Measure M Five-Year Comprehensive Assessment

**MM10Y: Measure M Ten-Year Comprehensive Assessment

Development of the Proposed Assessment Criteria



Assessment Areas

- > Financial Analysis: accounting of revenues and expenditures, assess pass-through funding to direct recipients and subrecipients, and sufficiency of set-aside investments for operations and maintenance
- > Project Delivery: identify potential project delivery risks, progress of project scopes relative to original projections, and outcomes of projects and programs led by Metro, jurisdictions, or subregions
- > Planning: analyze whether/which projects have and/or will boost system-wide connectivity and ridership and whether Measure M is helping to address regional per-capita Vehicle Miles Traveled targets
- > Construction: assess whether the industry maintained sufficient, quality staffing and resources adequate to support project development and implementation of multiple mega-projects within similar time periods
- > Economic Impact: direct and indirect jobs during and after implementation, and cost/benefit of expenditure plan projects and programs
- > Compliance, Transparency, and Accountability: to demonstrate Metro, direct recipient, and subrecipient compliance with the Ordinance, whether reporting to the Measure M Independent Taxpayer Oversight Committee has been adequate
- > Equity: identify whether equity and inclusion objectives have been aligned with other Metro endeavors, and whether Measure M investments have increased Access to Opportunity



Financial Capacity to Add Projects/Programs

Determines if financial capacity exists to add projects or MSPs to the Expenditure Plan through an amendment.

- > Financial forecast prepared for the 2025 Short Range Transportation Plan shows that revenues are down from the 2016 Expenditure Plan forecast
- > Metro staff are currently updating the forecast based on April/May 2026 taxable sales forecast, and it will be incorporated into the Assessment
- > The updated forecast will inform stakeholder discussions regarding potential amendments to the Expenditure Plan

Milestone Schedule and Next Steps

