



Metro

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

Agenda - Final

Wednesday, December 11, 2024

10:00 AM

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**Measure M Independent Taxpayer Oversight
Committee**

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

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

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

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

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

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

323.466.3876 - Customer Service Line



323.466.3876

x2 *Español (Spanish)*

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x5 *Tiếng Việt (Vietnamese)*

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x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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Board Clerk Email - boardclerk@metro.net

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

Live Public Comment Instructions:

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

The Meeting begins at 10:00 AM Pacific Time on December 11, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 11 de Diciembre de 2024. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

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

Written Public Comment Instruction:

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

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. **SUBJECT: REMARKS BY THE CHAIR** [2024-1066](#)
RECOMMENDATION
RECEIVE remarks by the Chair.
2. **SUBJECT: MINUTES** [2024-1104](#)
RECOMMENDATION
APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held October 3, 2024.
Attachments: [MINUTES - Measure M October 3, 2024](#)
3. **SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS** [2024-1040](#)
RECOMMENDATION
RECEIVE oral report on review of the Measure M transit operations budget and countywide bus service metrics to support discussion on the effective and efficient use of funds.
Attachments: [Attachment A - Budget Service Metrics Presentation](#)
4. **SUBJECT: ORAL REPORT ON LOCAL RETURN** [2024-1041](#)
RECOMMENDATION
RECEIVE oral report on Local Return programmed revenues and uses for Los Angeles County jurisdictions to support discussion on the effective and efficient use of funds.
Attachments: [Attachment A - Local Return Presentation](#)
5. **SUBJECT: STATE OF GOOD REPAIR** [2024-0532](#)
RECOMMENDATION
RECEIVE oral report on State of Good Repair budget and expenses.
Attachments: [Attachment A - Presentation](#)

6. **SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS** [2024-1037](#)

RECOMMENDATION

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

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

7. **SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES** [2024-1029](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2024-1105](#)

RECEIVE General Public Comment

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

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

Adjournment



Metro

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

Board Report

File #: 2024-1104, **File Type:** Minutes

Agenda Number: 2.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE DECEMBER 11, 2024

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Measure M Independent Taxpayer Oversight Committee Meeting held October 3, 2024.



MINUTES

Thursday, October 3, 2024

1:30 PM

**Measure M Independent Taxpayer Oversight
Committee**

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

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

CALLED TO ORDER: 1:33 P.M.

ROLL CALL

1. SUBJECT: REMARKS BY THE CHAIR

2024-0519

RECEIVED remarks by the Chair.

Chair Rajmaira welcomed staff and thanked them for their preparation for the meeting.

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

2. SUBJECT: MINUTES

2024-0539

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

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

3. SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS

2024-0516

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

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

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

4. SUBJECT: ORAL REPORT ON LOCAL RETURN

2024-0515

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

Director Stanger asked for clarification on what qualifies as an active transportation project for funding and staff explained that it includes projects such as bike path repairs, ADA upgrades, and walking related improvements across all 88 cities in LA County. He also inquired whether existing bikeways are eligible to use local return funds and staff confirmed they are eligible projects for this funding.

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

5. SUBJECT: STATE OF GOOD REPAIR

2024-0456

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

Director Stanger reminded staff that he has concerns about shifting target numbers and would like further explanation. Staff expressed understanding and explained that CEO Wiggins is the accountable executive and must sign off on the target numbers, which is yet to occur.

Chair Rajmaira inquired whether the data set presented on slide 4 was the same as previously seen, to which staff confirmed the date is from FY23. The Chair also expressed interest in how this data is used to manage business operations. Staff explained that rolling stock has a useful life of 12 years, rail cars 30 years, and operations are responsible for ensuring that our rolling stock is rolled out safely. The Chair questioned if the forecast targets mentioned were used for other entities besides the FTA, and staff confirmed that this information is shared with others such as the grants department.

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

6. SUBJECT: TRANSIT AND HIGHWAY CAPITAL PROJECTS

2024-0507

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

Director Stanger asked why the Airport Metro Connector is scheduled to open by the end of 2024 if the people mover will not be operational at that time. Staff responded that they are working to open Airport Metro Connector to provide connectivity to the K Line, which will alter its operational plan. During this change, staff is coordinating with LAWA regarding shuttle service changes.

Chair Rajmaira expressed concern about the Airport Metro Connector schedule slipping and asked why the settlement was not noted on the slides. Staff clarified that the settlement was not finalized as of July, but the project remains on track for substantial completion without delays.

Director Stanger asked about changes in the I-5 project and staff explained that there has been some disagreement about the critical path shift, but the change is minor. He also inquired about the status of the Committee’s recommendations from the 5-year assessment and a discussion ensued. His concern was that it has been a year since the Committee’s recommendations were made, and it is still unclear what their resolutions might be. Staff responded that the recommendations were part of an overall report to the MTA Board that has not yet been made.

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

7. SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES

2024-0483

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

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

RECEIVED General Public Comment.

ADJOURNED AT 3:15 P.M.

Prepared by: Collette Langston
Board Clerk, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2024-1040, **File Type:** Informational Report

Agenda Number: 3.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
DECEMBER 11, 2024**

SUBJECT: TRANSIT OPERATIONS AND MAINTENANCE BUDGET AND SERVICE METRICS

ACTION: ORAL REPORT

RECOMMENDATION

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

ISSUE

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

EQUITY PLATFORM

Under Board-adopted Measure M Guidelines, the Measure M Transit Operations and Maintenance 20% funds allocated to transit agencies support the implementation of various transit services and improvements throughout the region. Twenty percent of Measure M Ordinance funding is allocated to Metro and the municipal transit operators on an annual basis by formula based on vehicle service miles operated and a fare unit ratio that serves as a proxy for ridership and is intended to enhance mobility for transit users and individuals with disabilities.

ATTACHMENTS

Attachment A - Budget and Service Metrics Presentation

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

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



Transit Operations Budget & Service Metrics Update

**Measure M Independent Taxpayer Oversight Committee
December 11, 2024 Meeting
Cosette Stark, DEO, Local Programming**

Metro Transit Operations & Maintenance Budget & Service Metric Data

Metro Efficiency & Effectiveness Metrics Q4 FY23 vs. Q4 FY24

Metro	Year to Date thru June 30, 2023				Year to Date thru June 30, 2024			
	UPT	VRH	UPT/VRH	Ops \$/VRH	UPT	VRH	UPT/VRH	Ops \$/VRH
Systemwide	276,302,447	8,220,160	33.60	\$ 267.22	300,221,763	8,308,343	36.13	\$ 288.94

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

↑
 3 of 4 Metrics Improved FY24 over FY23
 ↑

- Boardings increased
- Vehicle Revenue Hours increased
- Cost per Hour increased
- Under budget due to vacancy related labor savings, lower CNG fuel rates and invoicing delays

Metro Transit	Year to Date thru June 30, 2024			
	Budget	Actuals	(Over)/Under Budget	Actuals %Budget
Operations & Maintenance	\$ 2,353.5	\$ 2,083.5	\$ 270.0	88.5%

Represents All Metro Fund Sources, Including Measure M

↑
 Within Budget



Measure M 4th Quarter FY24 Transit Operations Allocations & Expenditures



Operator - Bus	FY24 Measure M Transit Operations Funds		%Exp	%Pop EFCs
	Allocations thru Q4	Expenditures thru Q4		
Metro	\$190,191,334	\$190,200,000	100%	40%
City of Arcadia	\$221,526	\$221,526	100%	0%
City of Claremont	\$77,760	\$77,760	100%	0%
City of Commerce	\$283,741	\$283,980	100%	100%
Culver City	\$3,590,638	\$3,590,638	100%	0%
Foothill Transit	\$18,952,528	\$18,952,528	100%	22%
City of Gardena	\$3,517,641	\$3,517,640	100%	52%
City of La Mirada	\$63,134	\$47,352	75%	22%
Long Beach Transit	\$15,868,777	\$15,868,777	100%	48%
City of Montebello	\$5,454,985	\$5,454,985	100%	52%
City of Norwalk	\$2,082,511	\$2,082,511	100%	16%
City of Redondo Beach	\$535,285	\$535,285	100%	0%
City of Santa Monica	\$13,536,642	\$13,536,642	100%	5%
City of Torrance	\$4,172,038	\$4,172,038	100%	0%
Antelope Valley	\$4,303,648	\$4,303,648	100%	36%
City of Santa Clarita	\$3,580,851	\$3,580,851	100%	6%
City of Los Angeles	\$9,573,372	\$9,573,372	100%	48%
Total	\$ 276,006,411	\$ 275,999,533	100%	

%Exp = Percent Expended

%Pop EFCs = Percent of population in Equity Focused Community



National Transit Database (NTD) Metrics FY22 vs. FY23 – Motor Bus

Operator - Motor Bus	FY 22				FY 23				Vehicle #
	UPT	VRH	UPT/VRH	Ops \$/VRH	UPT	VRH	UPT/VRH	Ops \$/VRH	
Antelope Valley	1,003,883	147,343	6.8	\$ 159.40	1,106,968	158,655	7.0	\$ 151.84	62
Arcadia	23,737	14,627	1.6	73.19	20,649	13,469	1.5	97.65	N/A
Commerce	239,106	38,538	6.2	152.76	443,696	47,841	9.3	138.42	17
Culver City	2,267,843	131,498	17.2	176.50	2,664,745	123,547	21.6	191.96	60
Foothill	6,852,419	794,370	8.6	131.19	7,864,856	785,522	10.0	147.74	363
Gardena	1,599,539	92,161	17.4	243.16	1,899,928	94,529	20.1	250.89	52
LADOT	12,629,788	618,895	20.4	124.58	14,344,180	622,327	23.0	118.64	243
Long Beach	17,389,283	590,493	29.4	171.34	16,780,493	641,980	26.1	172.74	157
Montebello	2,581,161	166,870	15.5	155.94	2,611,349	167,058	15.6	175.96	66
Norwalk	789,462	89,459	8.8	159.18	1,022,686	83,689	12.2	179.51	34
Redondo Beach	287,901	34,327	8.4	112.41	267,790	34,100	7.9	139.14	14
Santa Clarita	1,643,466	105,471	15.6	142.71	1,925,883	104,984	18.3	144.98	53
Santa Monica	6,312,168	413,078	15.3	179.23	7,741,258	410,707	18.8	195.11	184
Torrance	2,096,578	116,515	18.0	192.11	1,813,540	99,778	18.2	253.33	63
Metro Bus	193,446,174	6,016,524	32.2	\$ 191.07	206,240,433	6,457,517	31.9	\$ 218.99	1,984

- Total FY23 Operating Expenses: \$1.96 billion - (Metro comprised 72%)
- 11 of 16 improved in ridership & riders per vehicle hour
- 7 of 16 increased vehicle hours
- Only 3 improved on cost per vehicle hour

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



Metro



Publicly Available Data

- FTA NTD Transit Agency Profiles –



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

- Metro Ridership Data on Metro.net –



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

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

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





Board Report

File #: 2024-1041, File Type: Oral Report / Presentation

Agenda Number: 4.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
DECEMBER 11, 2024**

SUBJECT: ORAL REPORT ON LOCAL RETURN

ACTION: ORAL REPORT

RECOMMENDATION

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

ISSUE

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

EQUITY PLATFORM

Local Return receives a 17% revenue share of the Measure M Ordinance funding that is apportioned to local jurisdictions by population. Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. This includes improvements for public access, paratransit services for seniors and individuals with disabilities, and transit subsidies for students and low-income residents. Local jurisdictions make the determination of the projects that are most beneficial for their communities.

ATTACHMENTS

Attachment A - Local Return Presentation

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

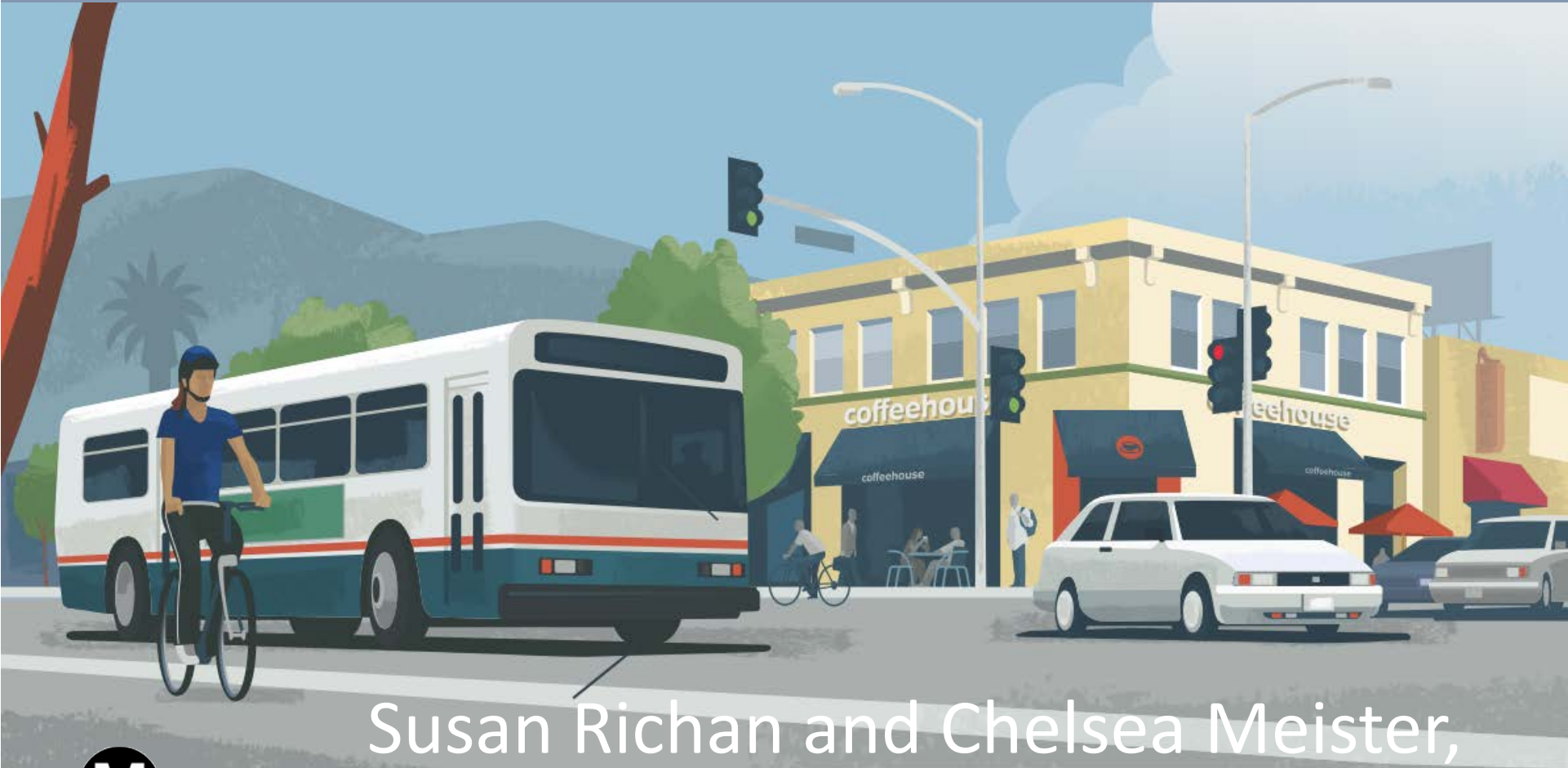
File #: 2024-1041, **File Type:** Oral Report / Presentation

Agenda Number: 4.

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

Measure M Local Return

December 2024 update



Susan Richan and Chelsea Meister,
Local Programming

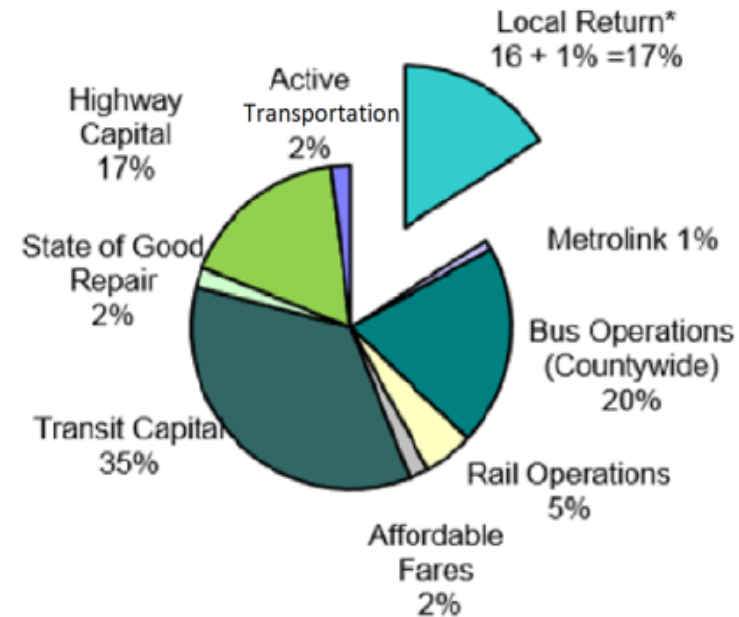


Local Return (LR) – Measure M

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

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

MEASURE M



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

Local Return – Updates

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

The FY2023-24 audit process is on-going and will end December 31, 2024. Final audits will be available in January and a summary of audit findings will be presented to the Oversight Committees.

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

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

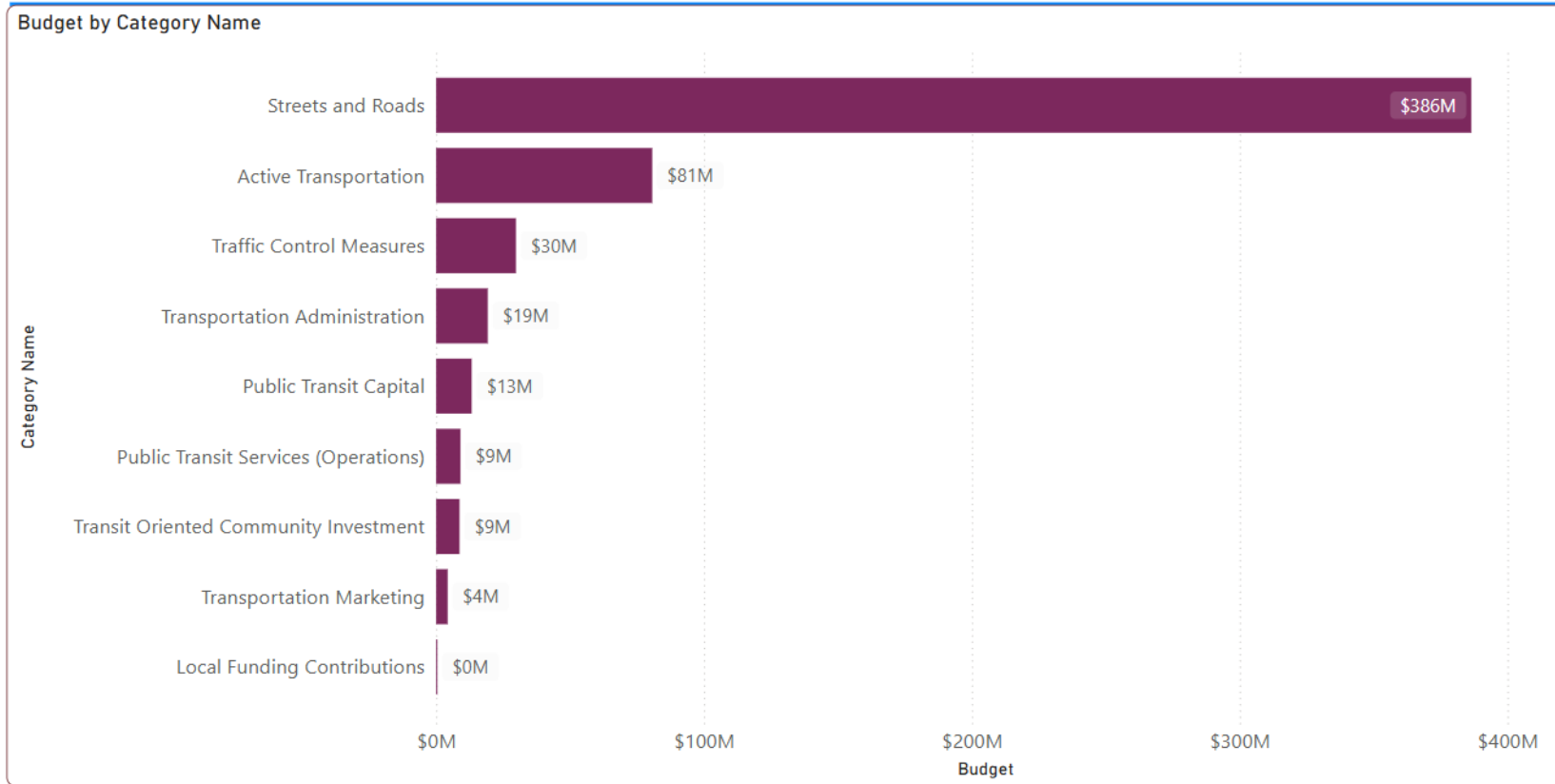
FY25 Measure M Local Return Fund Usage

Approved Budget 2025

\$552M

Total No of Projects in 2025

709



THANK YOU!

Questions?

Susan Richan

richans@metro.net

(213) 922-3017

Chelsea Meister

meisterc@metro.net

(213) 922-5638





Board Report

File #: 2024-0532, File Type: Oral Report / Presentation

Agenda Number: 5.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
DECEMBER 11, 2024**

SUBJECT: STATE OF GOOD REPAIR

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

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

EQUITY PLATFORM

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

ATTACHMENTS

Attachment A - Presentation

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

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



Measure M Independent Taxpayer Oversight Committee

Enterprise Transit Asset Management

State of Good Repair

December 11, 2024



Metro

Transit Asset Management – Accomplished and In Progress as of FY25 Q1

Continued Condition Assessments:

- Structures Inspections Contract: 7-year contract for FY20-26 inspections. Approved 4 of 27 final inspection reports by the end of FY25 Q1.
- Facility Condition Assessments required per FTA TAM Rulemaking: 3-year contract for FY23-25 required assessments. Planning to complete 75 assessments in FY25.

Asset Inventory requires new asset records from near term new projects:

- AMC (all assets on new segment K line to C Line)
- Foothill 2B
- Westside PLE 1

FTA TAM Rulemaking compliance deadline:

- October 31, 2024: Reported FY24 data into NTD
- October 31, 2024: Group TAM data reported to NTD
- October 3, 2024: FY25 Target memo signed by CEO/Accountable Executive
- October 1, 2024: Group TAM updated

Federal Transit Administration (FTA) Annual Reporting 10/31/2024

Rolling Stock and Equipment: FY25 Targets

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

(a) General.

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

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

FTA TAM Performance Measures / Targets						Based on FY24 Census Date (6/30/2024)				FY25 Forecast (6/30/2025)			
Asset Class	Performance Measure based on 49 CFR Part 625	① FY24 Target (reported to FTA)	② = ⑥ / ⑤ FY24 Actual (Calc'd by FTA)	② = ① FY24 Performance Meet/Exceed	③ = ⑩ / ⑨ FY25 Target* (reported to FTA)	④ Total Asset Count	⑤ "Active" Asset Count	⑥ Meet/Exceeded ULB (NTD Method [†])	⑦ Average Age	⑧ Total Asset Estimate	⑨ "Active" Asset Estimate	⑩ Meet/Exceeded ULB (NTD Method [†])	⑪ Average Age
Rolling Stock	Articulated Bus (AB)	35%	34.07%	Met	35%	277	270	92	8.3	274	269	94	9.3
	Bus (BU)	1%	1.68%	Not Met	2%	1,789	1,722	29	8.1	1,877	1,809	32	8.8
	Heavy Rail Vehicles (HR)	30%	30.23%	Not Met	24%	100	86	26	27.4	126	112	26	22.4
	Light Rail Vehicles (LR)	0%	0.00%	Met	0%	337	317	0	9.0	337	323	0	10.6
625.43(b): Rolling stock. The performance measure for rolling stock is the percentage of [active, dedicated] revenue vehicles [for which the agency has capital responsibility] within a particular asset class that have either met or exceeded their useful life benchmark.													
Equipment	Automobiles	52%	51.75%	Met	57%		487	252	9.8		500	284	10.3
	Trucks and Other Rubber Tire Vehicles	41%	42.71%	Not Met	52%		995	425	11.0		1,024	523	11.4
	Steel Wheel Vehicles	20%	20.00%	Met	20%		10	2	11.1		10	2	12.1
625.43(a): Equipment: (non-revenue) service vehicles. The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their useful life benchmark.													

* FY25 Target is the forecast performance or condition rounded up to the next whole percentage.

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



Federal Transit Administration (FTA) Annual Reporting 10/31/2024

Facilities and infrastructure: FY25 Targets

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

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FTA TAM Performance Measures / Targets						Based on FY24 Census Date (6/30/2024)		
Asset Class	Performance Measure based on 49 CFR Part 625	① FY24 Target (reported to FTA)	② = ⑥ / ⑤ FY24 Actual (Calc'd by FTA)	② = ① FY24 Performance Meet/Exceed	③ = ⑩ / ⑨ FY25 Target * (reported to FTA)	④ Total Asset Count	⑤ Facilities Assessed	⑥ Facilities Below TERM Condition 3
Facilities	Passenger Facilities (Stations & Parking)	625.43(d): Facilities. The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%	0.00%	Met	285	233	0
	Administration & Maintenance Facilities		0%	0.00%	Met	152	152	0
Infrastructure	Asset Class	Performance Measure based on 49 CFR Part 625	FY24 Target (reported to FTA)	FY24 Actual (Calc'd by FTA)	FY24 Performance Meet/Exceed		Total Revenue Track	Average Performance Restriction
	Heavy Rail (HR)	625.43(c): Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for rail fixed-guideway, track, signals, and systems is the percentage of track segments with performance restrictions.	2%	0.19%	Met		31.84 miles	0.06 miles
	Light Rail (LR)		4%	2.77%	Met		186.76 miles	5.18 miles

* FY25 Target is the forecast performance or condition rounded up to the next whole percentage.

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



Setting and Using Targets – Response to Director’s Comments

In response to Director’s comment about more explanation of target numbers at the 10/3/2024 MMITOC meeting:

Rolling Stock:

- Buses: Deliveries continue to be impacted due to supply chain issues; therefore, affecting retirements.
- Rail Vehicles: HR4000 supplier is challenged due to production issues.

Non-Revenue Vehicles:

- Delivery delays are expected to continue due to supply chain delivery disruptions, significant price increases, and rebidding of procurements due to lack of bids from dealers.

Facilities: No change in targets as facilities continue to be in adequate or better overall condition.

Infrastructure:

- Slow Zone target setting considers vandalism (such as fence cutting and cable theft) which continues to be a factor in responding to unscheduled maintenance.

Use of Targets by Others:

- ETAM reviews data to formulate targets and performance, is shared with Operations and Finance for their consideration of capital project budgeting and by Planning for considering SGR needs in the Short- and Long-Range Transportation Plans.
- Targets and performance are shared with SCAG for use in setting regional targets for Southern California transit operators.



Metro



Thank you!

Enterprise Transit Asset Management

State of Good Repair



Metro



Board Report

File #: 2024-1037, File Type: Oral Report / Presentation

Agenda Number: 6.

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE DECEMBER 11, 2024

SUBJECT: ORAL REPORT ON TRANSIT AND HIGHWAY CAPITAL PROJECTS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

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

EQUITY PLATFORM

This report is provided on a regular basis and includes high-level summary updates on multiple projects. Equity considerations were provided as a baseline summary in last quarter's report, and there are no updates this quarter.

ATTACHMENTS

- Attachment A - Transit and Highways Capital Update
- Attachment B - Transit Planning Project Update
- Attachment C - Complete Streets & Highways Project Update

Prepared by: Allison Yoh, Deputy Chief Planning and Development Officer (Interim),
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Julie Owen, Senior Executive Officer, Program Management Oversight,
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Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning,
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File #: 2024-1037, **File Type:** Oral Report / Presentation

Agenda Number: 6.

Reviewed by: Ray Sosa, Chief Planning and Development Officer, (213) 547-4274
Tim Lindholm, Chief Program Management Officer, (213) 922-7297

Transit & Highway (Capital) Update

Measure M Oversight Committee

December 2024



Transit / Highway Engineering and Construction

Construction Projects

- LAX/Metro Transit Center
- Gold Line Foothill Extension Phase 2B – Pomona
- 15N County Enhancements
- G Line BRT Improvements Project
- Westside Purple Line – Section 3

Alternative Delivery Projects



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

Operational Projects



- North San Fernando Transit Corridor Project



LAX/Metro Transit Center (AMC)

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

* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	Fall 2024	N/A	Fall 2024	Winter 2024***
	Variance from Original:		+0d (0%)	-45d (1.5%) 
Variance from Revised Schedule:			N/A 	

** Current Forecast is Metro's September 2024 Schedule Update

*** Pre-revenue train testing to begin in October 2024, and system integration testing ongoing.



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 1,182,282 (purely construction hours);
Recordable Injury Rate: 1.35 vs. The National Average: 2.4.

Updates

Overall project progress is 94% complete

Primary Station Construction at 92.7% completion

- LADWP is installing cable and the meter for permanent power at the AMC station.
- Station-wide buildout is progressing at the LRT, Metro Hub, Bike Hub, and Bus Plaza, both interior and exterior.
- The restraining rail has been installed at the pocket track, and ARM testing for vehicle and rail wear has been completed. All base design track work is now finished and handed over to Metro, enabling limited pre-revenue operations during nights and weekends. Full pre-revenue operations are anticipated in October 2024.
- Vertical circulation systems are making progress. A temporary generator is being used to power the elevator and escalator control rooms to start up essential equipment.
- Site-wide civil improvements: The bus loop concrete pavement is complete, trees have been planted in the planters, bollard installation is ongoing, and the hardscape architectural concrete pour is scheduled to begin site-wide in September. The stainless-steel fence at the LRT platform is nearly complete, and about half of the shared-use path sidewalk on Aviation Blvd is paved (B-Permit).

Equity



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



October 2024 Construction Committee



Los Angeles County Metropolitan Transportation Authority

Gold Line Foothill Extension Phase 2B

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

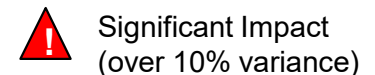
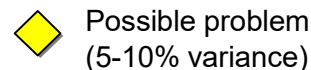
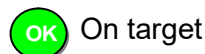
* At time of the award of contract – Board Approval (June 2017)

**Current Forecast does not include funding received from CALSTA SB125

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

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

** Current Forecast is from the Authority's September 2024 Schedule Update. Authority forecasts Substantial Completion at January 2025, and assumes Revenue Operation will follow 6 months later for the first segment to Pomona.



Gold Line Foothill Extension Phase 2B

Safety

- Project Hours: 2,269,576 (as of June 2024)
- Recordable Injury Rate: 0.26 vs. the National Average: 2.4.

Updates

- **Overall Project Progress is 90% complete**

Construction is planned and will continue as follows:

- Sound wall and fencing throughout the project
- Storm Drain inlets and walkway gutter nearing completion
- 4 new stations: Glendora, San Dimas, La Verne, and Pomona
- LRT train control, Overhead Catenary System (OCS) poles and wire installation
- Continue local field acceptance testing for traction power substations (TPSS's)
- Systems integration testing continues
- Begin nighttime active train testing
- Begin preliminary punch list walk with Cities
- Station Parking Lot hardscape work in progress.
- Conducted tour with Gold Line Authority elected officials.

Equity

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



Nighttime Active Train Testing San Dimas to Pomona





Active Train Testing San Dimas



I-5 North County Enhancements

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

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

SCHEDULE			Substantial Completion	
	Original	Approved Re-baseline	Previous Period	Current Forecast
	July 2026	N/A	Summer 2026	Fall 2026**
	Variance from Original:		+0d (0%)	-66d (3%) 
Variance from Revised Schedule:			N/A 	

** Schedule analysis shows a 66 day delay in substantial completion. Working with contractors to mitigate delay and improve the schedule performance.



I-5 North County Enhancements

Safety

Project Hours: 780,691; Recordable Injury Rate: 1.02 vs. The National Average: 2.4.

Updates

- **Overall Project progress is 44% complete.**
- Construction Stage 1, Phases 1 & 2 continues:
 - Work on 4 bridges throughout the project.
 - Construction of approximately 10 Retaining Walls on-going throughout the project.
 - On-going work in the median includes drainage, electrical, barrier, and signage installation
 - Lean Concrete Base (LCB) placement and Jointed Plain Concrete Paving (JPCP) in the median.
- Dewatering and abutment construction for outside widening at Castaic Creek Bridge.
- Project Team continues to coordinate with various stakeholders.

Equity

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



Preparation for SB JPCP Pour



Gavin Canyon Bridge Deck Rebar Install





Castaic Creek Bridge Abutment 4 Complete





Retaining Wall 2460 formwork installation



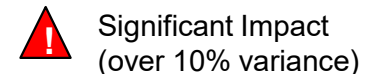
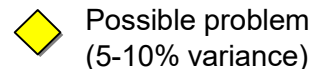
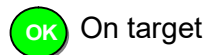
G Line BRT Improvements

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Project	\$668.45M	\$488.1-511M	\$668.45M	
	Variance from Approved LOP:		\$0M (0%)	\$0M (0%)	
	Variance from Revised Budget:			\$0M	

*Approved Budget only includes the Pre-Construction Budget. The project will request LOP budget prior to PDB Contract Phase 2 award.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Winter 2027	N/A	Winter 2026	Winter 2027**
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	

**Forecasted revenue operations date consistent with the LOP Budget approved by the Board in September 2024.



G Line BRT Improvements

Safety

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

Updates

Progressive Design Build Contract

- The Life of Project (LOP) budget was approved at the September 2024 Board meeting.
- Pilot Gate Proof of Concept has already been executed, Fiber Bypass and Bike Detour will be executed in October and EWP for Grade Separations, Station and Bike Path Improvements construction is anticipated to be executed by end of November 2024.
- Construction start is expected in January 2025.
- Phase II Environmental Site Assessment is currently underway.
- The 100% design submittal for Van Nuys and Bike Path improvements is under review, and the 85% design submittal for Sepulveda is also under review.
- Advancing the gated intersections alternative, which includes gates at 13 intersections and traffic signal upgrades at the remaining crossings.

Utility Owner-Performed Advanced Utility Relocation (AURs)

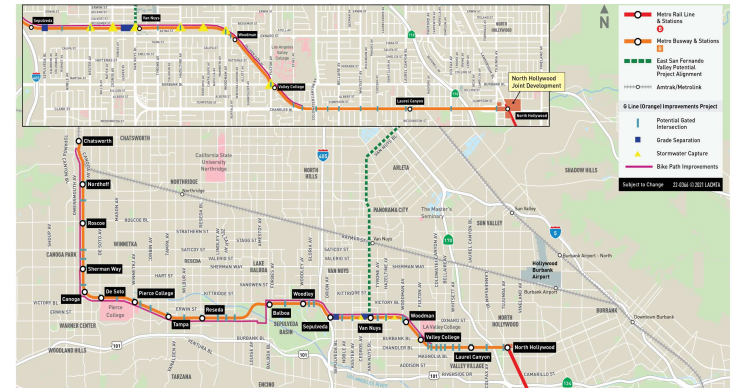
- Sepulveda – LADWP removal of poles and overhead wires pending
- Vesper – Overhead to Underground relocation completed Sept. 2024
- Sylmar – Overhead to Underground relocation completed

Property Acquisitions

- Metro has obtained possession of two of three required properties

Equity

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



Project Map





Phase II Environmental Site Assessment – Site Walk & Soil Boring Marking at Van Nuys





October 2024 Construction Committee

Westside Purple Line Extension – Section 3

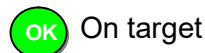
BUDGET	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$3,599 M	\$3,224 M	\$3,277 M	\$3,277 M
	Variance from Approved LOP:		+\$53M (1.6%)	+\$53M (1.6%) 
	Variance from Revised Budget:			\$0 

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

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

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

* Based upon agreed acceleration modification.



Westside Purple Line Extension – Section 3

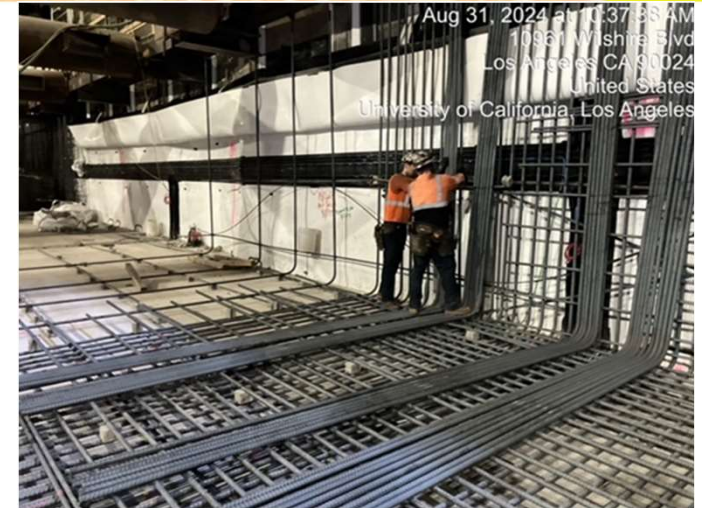
Safety

Project Hours: 3,556,974 Recordable Injury Rate: 1.46 vs. The National Average: 2.4.

- C1151: Project Hours: 1,781,136; Recordable Injury Rate: 2.36.
- C1152: Project Hours: 1,775,838; Recordable Injury Rate: 0.56.

Updates

- **Overall Project Progress is 55% complete.**
- **Final design progress is 97% complete.**
- **Westwood/UCLA Station**
 - Station invert concrete placement is ongoing (34% complete)
- **Westwood/VA Hospital Station**
 - Excavation is 99% complete. Station subgrade preparations is ongoing. Station invert concrete placement ongoing (1% complete).
 - The water line connection on Wilshire is 85% complete.
- **Tunnels**
 - Cross passage work in the tunnels continues.
 - Excavation for five of fourteen cross passages are complete.
- **Equity**
 - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



**Westwood/UCLA Station:
Rebar Installation on the North Wall**



**Westwood/VA Hospital Station:
Traction Power Conduit Install (Looking West)**





Projects without Life of Project (LOP) Budget

Engineering Projects



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



North Hollywood to Pasadena BRT

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

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

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

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



North Hollywood to Pasadena BRT

Safety

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

Updates

Design is 25% complete.

- Environmental Impact Report (EIR) Approved April 2022
- Program Management Support Service (PMSS) awarded in March 2024
- Architect & Engineering (A&E) contract awarded in May 2024
- Plan to Award Construction Manager/General Contractor (CM/GC) at November Board.

Equity

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





Project Map





View of Vineland Ave / Lankershim Blvd



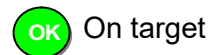
105 Express Lanes

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$119 M		\$119 M	\$119 M
	Project	N/A		\$1B - \$1.44B	\$1.2B - \$1.44B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0 M (0%) 
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				\$0M

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

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

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



105 Express Lanes

Safety

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

Updates

Design is 80% complete.

Segment 1

- Sub-contractor packages bids were received in July. Final pricing and Segment 1 budget is expected to go to the Board in October 2024.
- Segment 1 95% plans submitted to Caltrans in September 2024.
- Equity Assessment is in progress; seven roundtable meetings held to date with Community Based Organizations
- Receipt of State's funding allocation of \$150M from California Transportation Commission (CTC) in May 2024. Metro is expected to award contract by November 2024.

Segment 2 and 3

- Caltrans has concurred with Value Engineering elements. Design team is preparing necessary documents for approval.
- Revised design 95% submittal is anticipated late 2025.
- 65% OPCC update was received with VE elements and is being evaluated.
- Segment 3 design is coordinating with Southeast Gateway Line project

Roadside Toll Collection System (RTCS)

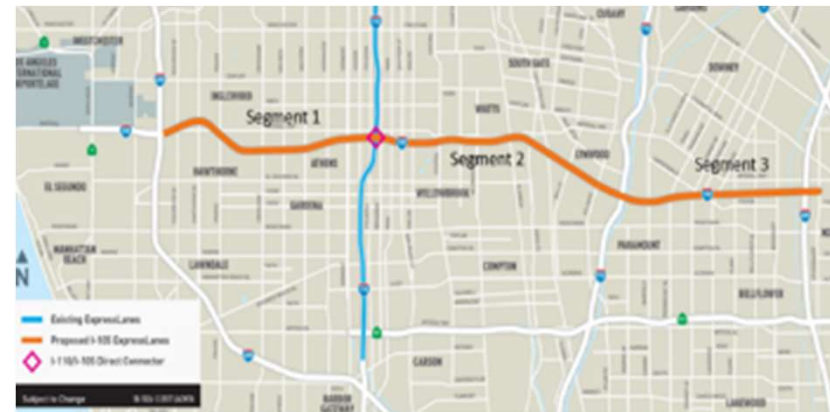
- Started Milestone A-3: Requirements Traceability Matrix Approval
- Draft Roadside System Detailed Design Document submitted for review
- Approval for RTCS Infrastructure Design Document

Equity

- 92% of the project is within or adjacent to Equity Focus Communities.
- Equity assessment in progress that identifies and prioritizes projects that could be funded with future net toll revenue



Traffic on 105 Freeway Eastbound





The Project Map





October 2024 Construction Committee

East San Fernando Valley Transit Corridor

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Pre-Construction	\$879.7M		\$879.7M	\$879.7M
	Project	N/A		\$3.57B	\$3.57B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:			N/A	N/A
	Variance from Revised Budget:				\$0M 

*The Board approved an increase to the Pre-Construction Budget in July 2024.

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

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



East San Fernando Valley Transit Corridor

Safety

C1220 Contract Hours Worked: 36,514; Recordable Injury Rate: 0 vs. National Average: 3.0

Updates

- **FTA Coordination**
 - Full Funding Grant Agreement (FFGA) was executed on 9/13/24
- **Progressive Design-Build Contract**
 - Project negotiating and executing Early Work Packages (EWPs)
 - EWP-01 – Design Studies – \$4.8M - awarded 7/9/24
 - EWP-02 – Initial Integrated Project Mgmt. Office – \$8.8M - awarded 8/7/24
 - EWP-03 – Utility Adjustment Packages 4/6 – awarded 9/5/24
 - EWP-04 – Final Design – \$80M – awarded 9/30/24
 - EWP-05 – Field Office – target Nov. award
 - EWP-06 – Utility Adjustment Packages 2/3/7 - target Nov. award
- **Real Estate**
 - Offers have been made on 11 properties.
 - 8 accepted offers, 1 property purchased
 - Condemnation process has begun for parcels that did not accept.
- **Construction - Advance Utility Adjustment #1 (C1220)**
 - Construction complete, DWP initiated intercept work May 2024.
- **Light Rail Vehicle (LRV) Procurement**
 - LRV Manufacturing Contract anticipated to be advertised in early 2025.
- **Equity**
 - 100% of the project is within or adjacent to Equity Focus Communities.





October 2024 Construction Committee



Operational Projects

- **North San Fernando Transit Corridor Project**



NSFV Transit Corridor Project

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

SCHEDULE			Substantial Completion	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	Summer 2025	N/A	Fall 2026	Winter 2027
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	

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



NSFV Transit Corridor Project

Safety

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

Updates

- **Roscoe BI Bus Priority Lanes**
 - 100% design approved by City
 - Installation by City of LA started June 24 for completion in Q2 FY25
- **All Door Boarding**
 - 200 pilot BMVs testing in Q3-Q4 FY24
 - 2,900 BMVs for delivery and install by end of FY25 (incl. 330 for NSFV)
- **Bus Bulbs (82 locations)**
 - Contract Modification for design services to Board for approval Sep 2024.
 - Design to begin in Q2 FY25
- **5 Key Transfer Locations**
 - Construction to start in Q3 FY25
- **Bus Shelters**
 - Construction and installation agreement for 393 shelters executed 10/2023
 - Installations expected to begin by Q3 FY25
- **Transit Signal Priority (7 Corridors)**
 - 35% design
 - Installation to begin Q3 FY25
 - Completion by Q2 FY26
- **75 Battery Electric Buses + Charging**
 - Included under current ZEB procurement issued April 20, 2024. Award Q4 FY25
- **Service Frequency Improvements on Lines 152 (Roscoe) and 166 (Nordhoff)**
 - Implementation of first phase June 2024. More improvements by end of FY25
- **Equity**
 - 42% of the project is within or adjacent to Equity Focus Communities.



Rendering of an improved stop on Nordhoff/Lindley



Measure M Independent Taxpayer Oversight Committee

Transit Projects Update December 11, 2024

Allison Yoh

Deputy Chief Planning Officer (Interim)



Measure M Transit Projects



> Major Pillar Projects

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

> Other Projects in Planning

- Vermont Transit Corridor
- K Line Northern Extension

Southeast Gateway Line



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

Recent Activities

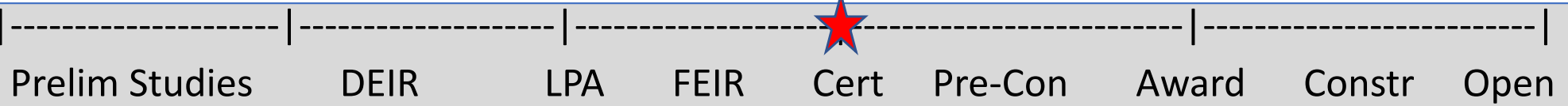
- August: Completion and submission of New Starts project rating activities for FTA review
- October: \$230M awarded from TIRCP, largest award in the state

Next Actions

- Continue monthly coordination with FTA Project Management Oversight Contractor (PMOC)
- Fall/Winter 2024: Discuss in-kind and other options to satisfy the 3% contribution with jurisdictions
- Winter 2024/2025: Present Slauson/A Line to LAUS study findings to the Board, award ROW consultant contract, request to enter Project Engineering
- Quarterly reporting to transition to Program Management in January



Eastside Transit Corridor Phase 2



Current Phase

Most Recent Cost Estimate

EIR Certified
(NEPA TBD)

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

Recent Activities

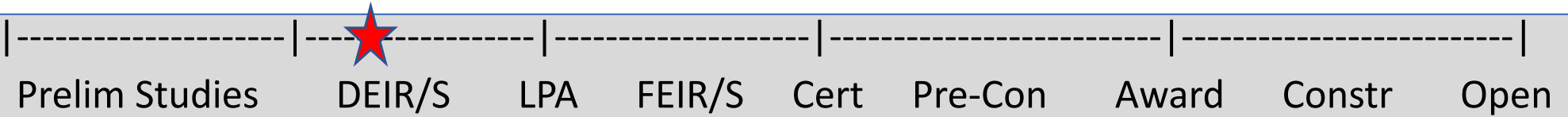
- Coordination with City of Montebello and stakeholders on right-sizing of MSF
- Ongoing coordination with corridor cities on 3% contribution, FLM, co-operative agreements, geotechnical investigations and utilities
- Sept 2024: Board action on contract modification for 30% design (Preliminary Engineering)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



Next Actions

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

Sepulveda Transit Corridor



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

Recent Activities

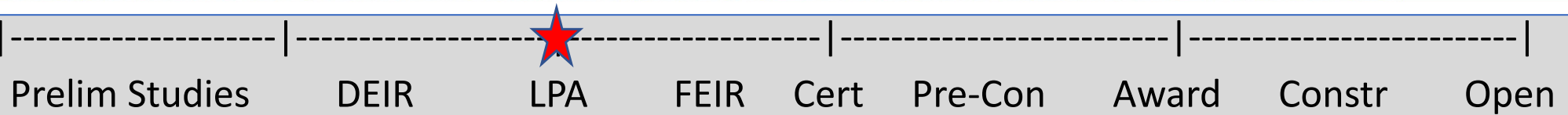
- Completed environmental technical analyses supporting Draft EIR for 5 project alternatives
- Development of cost information

Next Actions

- Continue preparation of Draft EIR
- Planning for next round of community meetings
- Draft EIR release anticipated early 2025



C (Green) Line Extension to Torrance



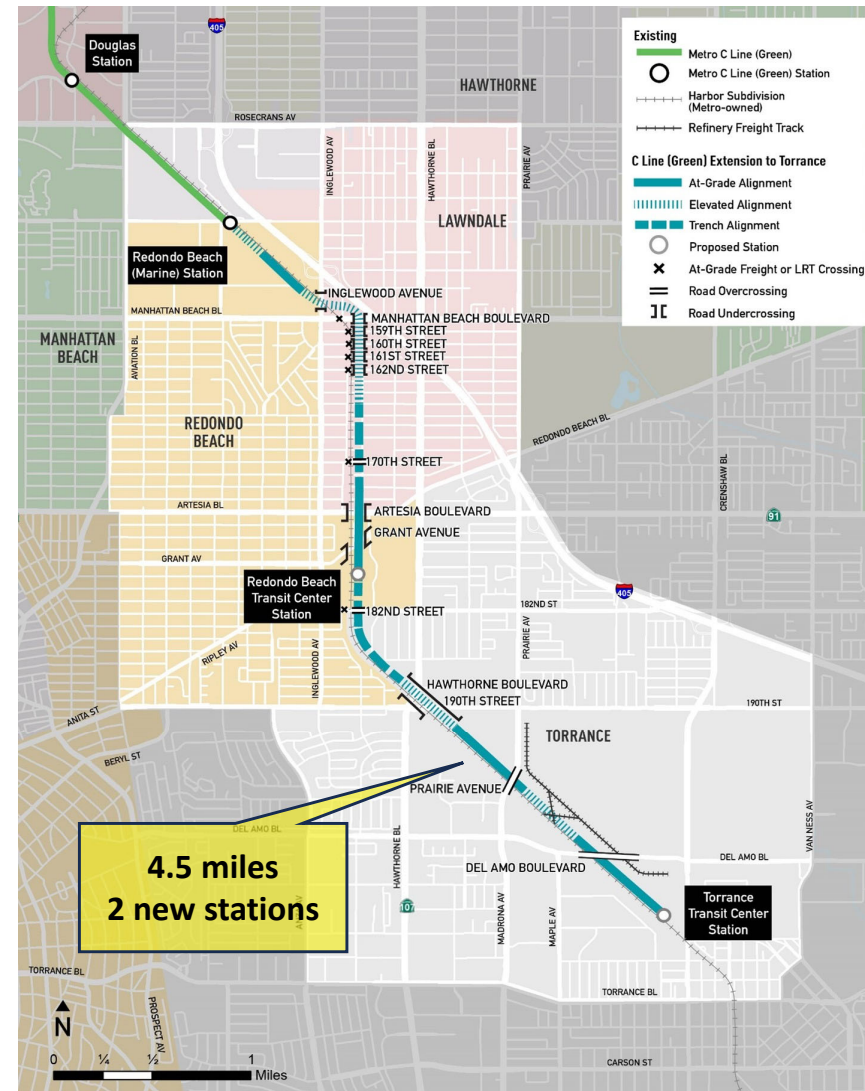
Current Phase	Most Recent Cost Estimate
Final EIR	\$2.2B (2031\$, midpoint of construction)

Recent Activities

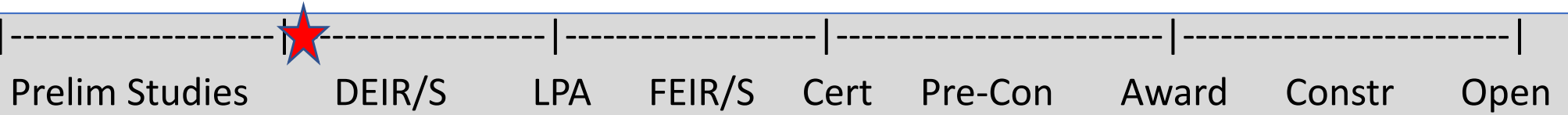
- Preparation of Final EIR under CEQA
- Continue studies to respond to public comments on ROW and Hawthorne Blvd alignments
- Development of communications plan for activities between Draft and Final EIR

Next Actions

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



Vermont Transit Corridor



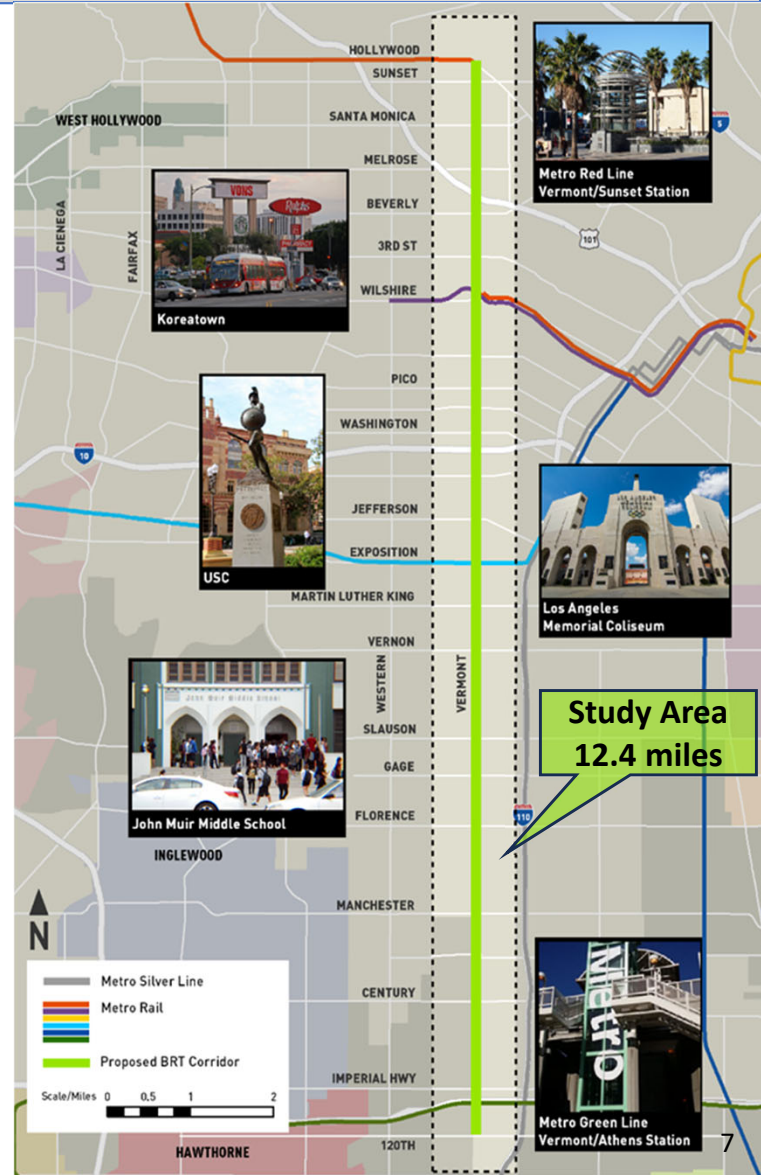
Current Phase	Most Recent Cost Estimate
Environmental	\$425M (2015\$)

Recent Activities

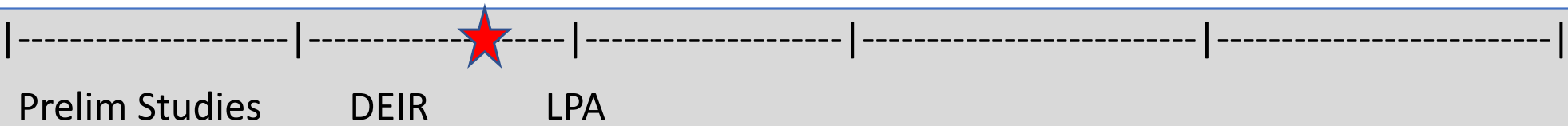
- Aug 2024 – CBO Partnering meeting provided update on both near-term bus service improvements and BRT project
- Oct 2024 – Held 3 community meetings to discuss near-term improvements and BRT project status
 - Near-term improvements to open 2025
 - BRT improvements by 2028 Olympics

Next Actions

- Continue abbreviated CEQA process under SB922
- Dec 2024 – Community meetings on SB922 documents
- Coordination with FTA on path for NEPA clearance
- Early 2025 – Seek Board concurrence that project is exempt from CEQA



K Line (Crenshaw) Northern Extension



Current Phase **Most Recent Cost Estimate**

EIR

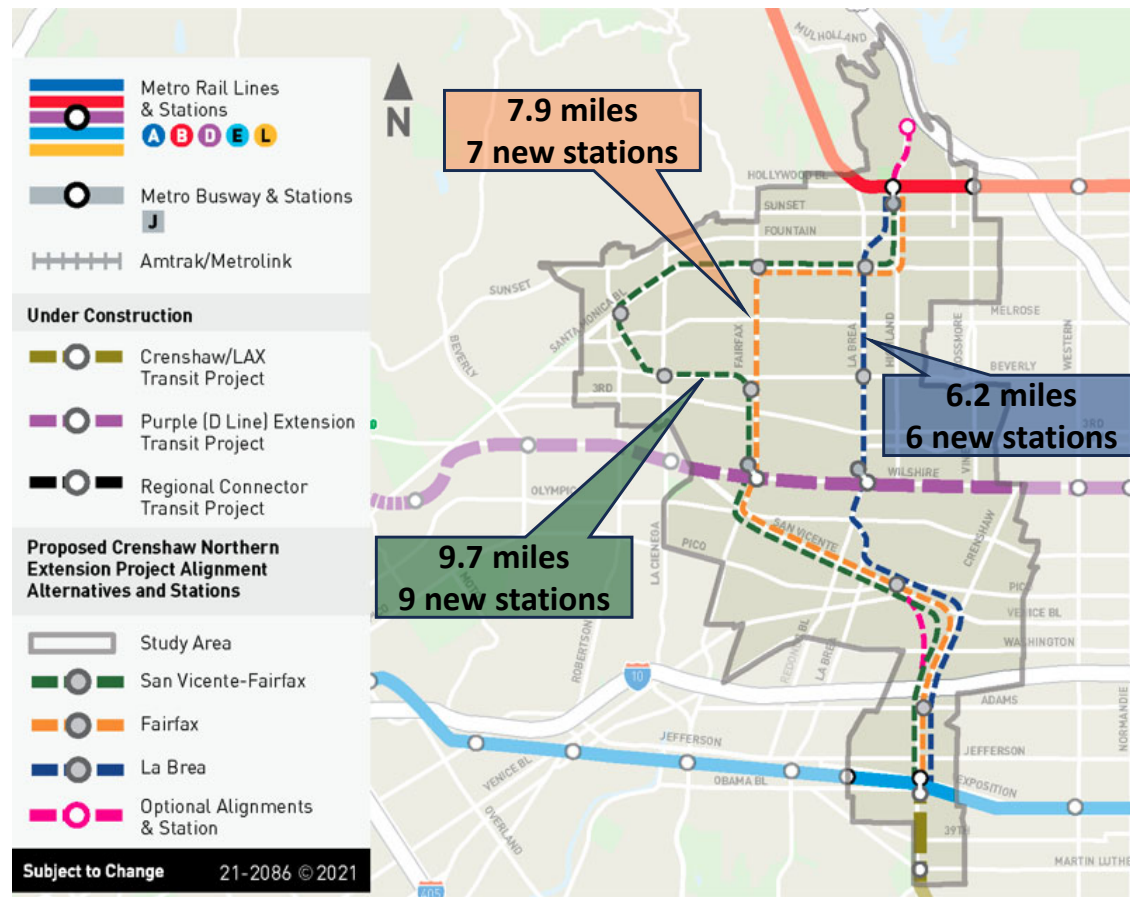
\$2.24B (2015\$)

Recent Activities

- Aug 10, 13, 15: Public hearings
 - 2 in-person, 1 virtual
 - Over 300 attendees
 - Themes: support for project, concerns about tunneling, historic homes
- Sep 4: Lafayette Square meeting
- Sep 20: Close of 60-day comment period

Next Actions

- Review and synthesize 1,200+ comments received on the Draft EIR
- Conduct analysis to respond to community questions and address concerns about alignment variations



Measure M Independent Taxpayer Oversight Committee

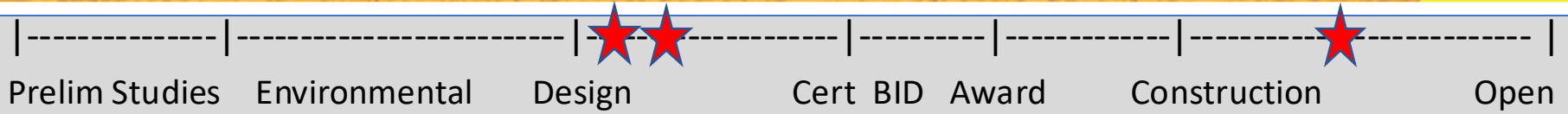
Complete Streets & Highway Project Updates

Michelle E. Smith

Executive Officer, Complete Streets & Highways

December 2024

State Route 71 South Gap Closure Project (Interstate 10 to the San Bernardino County Line)



Current Phase	Phase Budget	Phase Spent To Date
Construction (Phase 1)	\$148.10M	\$86.3M
Design (Phase 2)	\$50.40M	\$23.2M

Purpose and Scope

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

Status

- South Segment (Phase 1) -- Construction is 68% complete. ★
- North Segment (Phase 2) -- Design to resume with Measure M funds. Construction funding gap estimate is \$259M. ★ ★

Multimodal Elements

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

Phase 1 Challenges

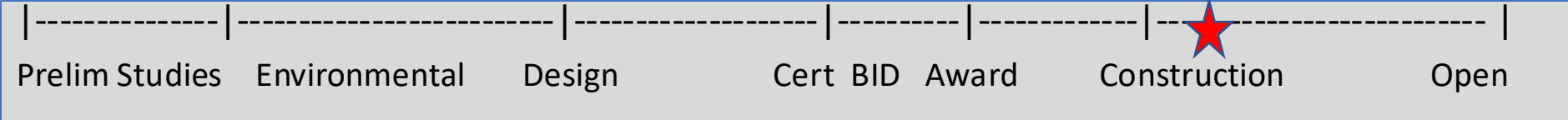
- Resolve construction schedule delays and outstanding claims prior to contract acceptance in October 2025.



2 Phase 2 Challenges

- Utility and railroad coordination could delay schedule.

SR-57/SR-60 Interchange Improvements



Current Phase	Phase Budget	Phase Spent To Date
Construction	\$296.4M	\$61.83M

Purpose and Scope

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

Multimodal Elements

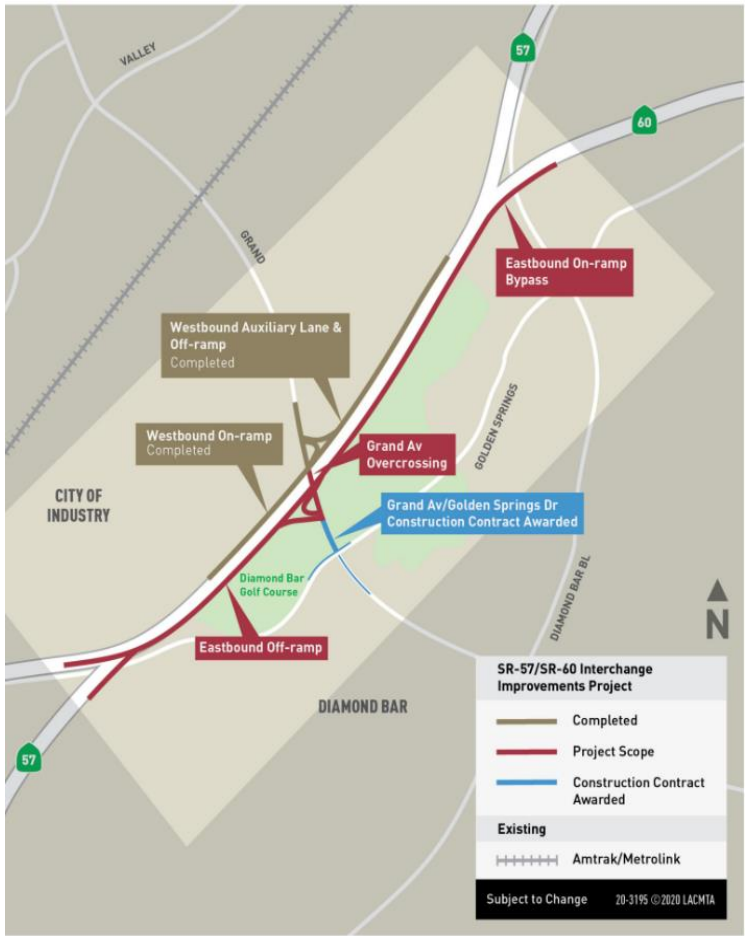
- Project includes improvements to local bridge, sidewalk and bicycle facilities.

Status

- Opened the Diamond Bar Gold Course on April 20th, 2024.
- Construction contract progress -22% completed as of September 2024. Construction completion expected in Summer 2028.

Challenges

- Timely reviews, approvals and coordination with Third Parties (affected local agencies and utility company- SCE).
- Potential delay associated with new Grand Avenue Overcrossing proposal submitted by Contractor that is pending Caltrans approval.



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



Purpose and Scope

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

Multimodal Elements

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

Status

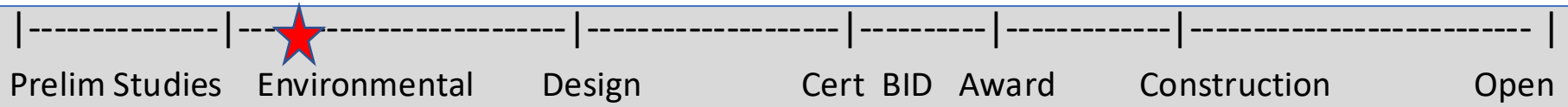
- Environmental Document completed and approved.
- 95% design plan submittal Summer 2024.

Challenges

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



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



Purpose and Scope

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

Multimodal Elements

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

Status

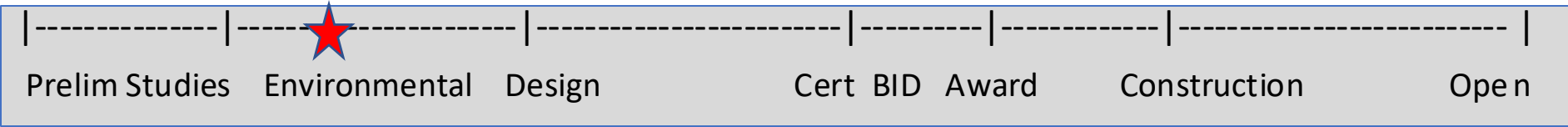
- Environmental phase started in September 2023 and is expected to be completed in early 2027.
- Scoping meetings were held on 9/17, 9/19 and 10/16.
- The Scoping period closed on 10/21.



Challenges

- Construction phase is not fully funded

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



Purpose and Scope

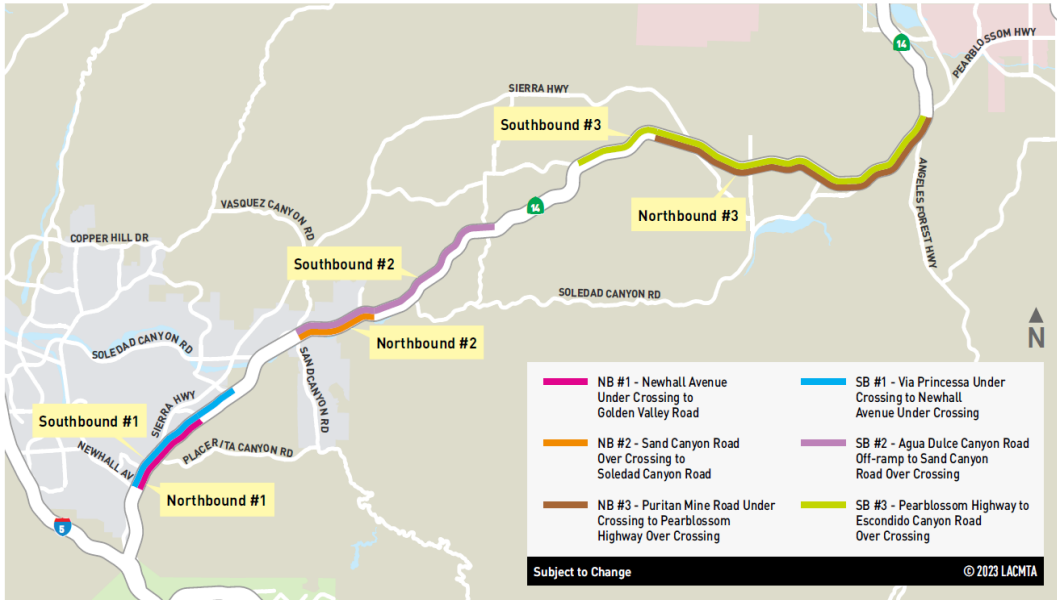
- Evaluate lane reconfigurations where there are gaps, ramp realignments and structural (bridge) widenings, retaining wall construction and drainage modifications.
- Address traffic safety concerns that exceed statewide average incident rates.
- Improve safety, address geometric deficiencies and VMT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

Multimodal Elements

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

Status

- Preparation of the environmental process is underway and expected to be completed in Summer 2026.
- Scoping period was initiated on 10/21.
- Three Scoping meetings are scheduled for 11/14, 11/16 & 11/19 in Lancaster, Santa Clarita & Palmdale, respectively.



Challenges

- Consensus on VMT analysis and potential mitigation required.





Board Report

File #: 2024-1029, **File Type:** Oral Report / Presentation

Agenda Number: 7.

**MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE
DECEMBER 11, 2024**

SUBJECT: MEASURE M ACTIVE TRANSPORTATION UPDATES

ACTION: ORAL REPORT

RECOMMENDATION

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

ISSUE

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

EQUITY PLATFORM

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

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

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

Prepared by:

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



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

ACTIVE TRANSPORTATION UPDATES

MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

DECEMBER 11, 2024



LA River Waterway & System Bike Path (Central Cities)

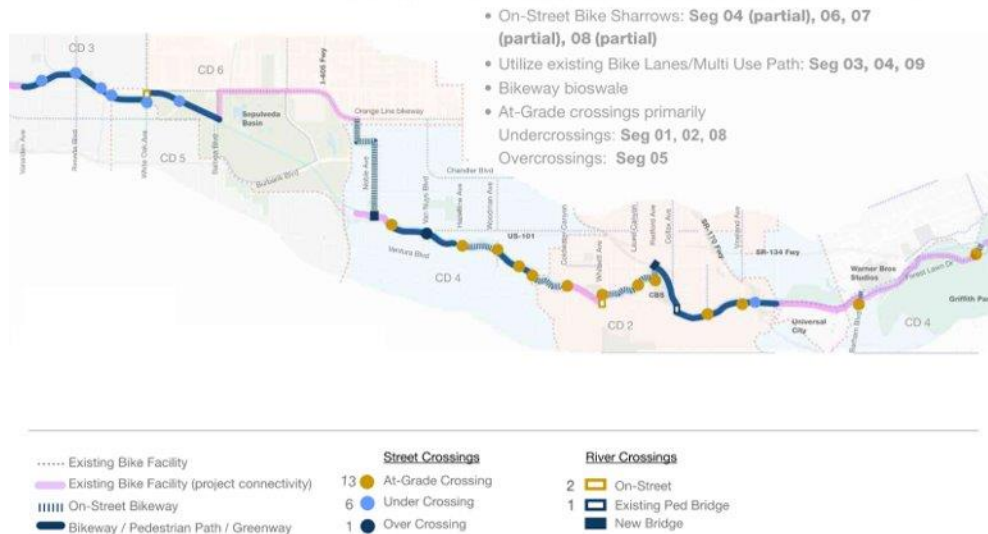
Prelim Studies DEIR **★** LPA FEIR Cert Pre-Con Award Constr Open

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



Complete LA River Bike Path (San Fernando Valley)

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



Project Corridor Map



Segment of LA River Bike Path completed in 2014

Multiyear Subregional Program (MSP)

- > South Bay Subregion: \$12.7 M programmed for Active Transportation Projects in September
 - \$12.1 M for 3 new projects
 - South Bay Local Travel Network in Carson
 - South Bay Local Travel Network and Related Safety Enhancements in Lomita
 - Northeast Hawthorne Mobility Improvement Project
 - \$0.6 M for additional funding for North Redondo Beach Bikeway Extension
- > Westside Cities Subregion: \$17.4 M programmed for Active Transportation Projects in October
 - \$7.2 M for additional funding for 9 previously programmed projects
 - \$10.2 M for 2 new projects:
 - Move Culver City Eastern Segment Project
 - Westwood Boulevard Safety and Mobility Project
- > North County Subregion: \$2 M new funding programmed for Active Transportation Projects and reshuffling of existing project funding in December
 - Full or partial deobligation of \$17.3 M for 7 projects in Santa Clarita, Lancaster and Palmdale
 - Reprogramming of \$17.3 M and new programming of \$2 M to 2 projects in Unincorporated LA County and Palmdale

Metro Active Transport Program



> \$63.1M approved in 2021 for Cycle 1

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

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

*Under Construction

**Metro is leading early design

> Cycle 2 Solicitation

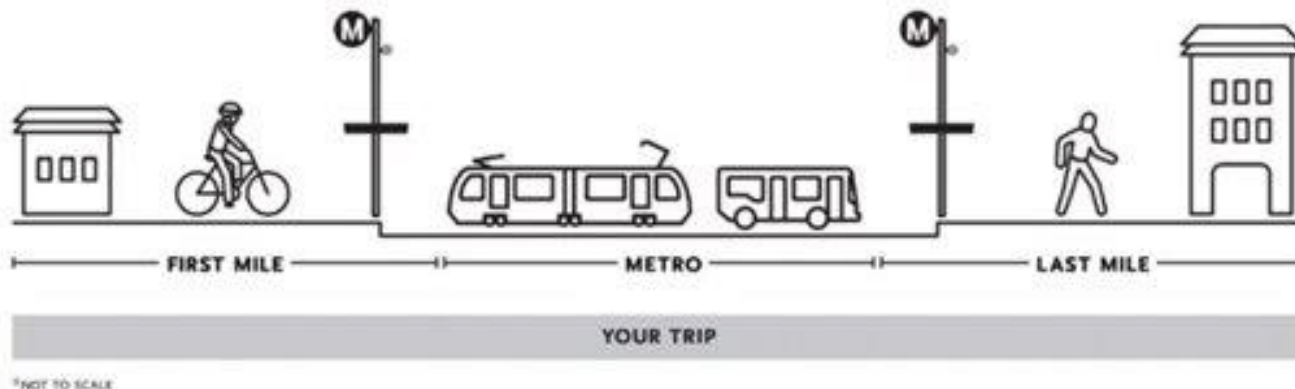
- Applications Due in Winter 2025
- \$75 million anticipated to be available
- Projects in EFCs and those with CBO partnerships will be prioritized

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



First/Last Mile Program

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



Thank you



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