

**Measure M Independent Taxpayer Oversight Committee
Findings and/or Recommendations for Improvement of the Measure M Program**

No.	Program Area	Background/Finding	MMITOC Member Recommendation	Staff Recommended Action
1.	Operations and Maintenance	<p>The MTA is excellent at disbursing Operations and Maintenance (O&M) funds to the County's municipal transit operators. However, it does not provide metrics that municipal operators are to meet, nor should it. However, neither does it track those resulting efficiency and effectiveness measures from those services. Nor does it track how MTA operations are performing relative to its peers in other US cities.</p> <p>The data on efficiency and effectiveness is required to be reported annually by each operating agency to the Federal Transit Administration and is accessed through the National Transit Database. Therefore, this recommendation can be accomplished at no additional cost. However, it is not easy for an individual taxpayer to extract this information.</p>	<p>Recommends that the MTA establish as part of the MTA's objective to foster accountability and transparency a readily accessed and sustained "dashboard" showing the National Transit Database efficiency and effectiveness indicators for each transit operator that receives MTA O&M funds.</p>	<p>Work with MMITOC to identify feasible and transparent reporting of operations and maintenance funds for Measure M subrecipients / municipal transit providers.</p>

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2.	Operations and Maintenance	Estimates of the projected O&M costs of proposed Measure M funded rail projects are done as part of the environmental clearance process but are then never updated until close to project opening. This may not give the MTA enough lead time to understand the impact of a new rail operation on its future budgets.	Recommends that yearly realistic and updated estimates of O&M expenditures be provided to its budgeting department for any Measure M funded rail line expected to open within five years.	While Metro currently tracks yearly O&M expenditures for future transit projects, this recommendation is also addressed in Five-Year Assessment Recommendation: "Track sufficiency of Measure M operating and maintenance (O&M) set-aside investments to serve newly built capital assets and projects, including forecasted O&M budgets for various project types (e.g. rail, bus, stations) that incorporate known customer experience needs (e.g. safety, cleanliness, wayfinding, technology, language translation)." [p. 114] Set-aside investments in this recommendation refer to the 20% Transit Operations Measure M Program.

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3.	Operations and Maintenance	<p>The Measure M Expenditure Plan has no line item for any improvements at this location. Proposition A or C or Measure R funds could also be used to fund these improvements, so this may not be solely a Measure M issue. But it should be incorporated in one of the four expenditure plans or shared by all four. The issue is this:</p> <p>There are four locations on the Metro rail network where two lines merge: Wilshire and Vermont Avenues (Red and Purple Lines), 2nd Street and Alameda Avenue (Gold and Blue Lines), Aviation and Imperial Avenues (Green and Crenshaw Lines), and Washington and Flower Avenue (Blue and Gold Lines). The first junction is ideal, a grade-separated flying junction as it should be. The next two junctions are grade-separated from street traffic, but trains cross over each other's tracks. This is an acceptable compromise between cost and operational efficiency; no improvements are needed. The junction at Washington and Flower Avenues, however, definitely needs to be improved. Here the Gold (Expo) Line merges with the Blue Line at-grade at the same level as street traffic. Soon the gold line will have to increase its capacity to serve transferring Crenshaw Line (and Airport-related) riders and in the future the Blue Line may have to increase capacity to handle traffic from the Santa Ana Corridor Rail Line. The Washington and Flower improvements can be inexpensive and helpful, for example eliminating vehicular left turns across rail tracks and other, more controversial traffic engineering improvements. (At this critical juncture, all rail movements should already have absolute priority, but do not.) It may require limited grade-separation of a rail track or traffic movement. Improvements probably precludes the full grade-separation of the junction given the (now) high cost of full grade-separation at this location.</p>	<p>Recommends that the MTA: a) undertake a serious analysis of the full range improvement options at the southern junction of the Gold and Blue Lines at Washington and Flower Avenues, and b) program the expenditures necessary to implement the selected improvements using either Measure M funds or other appropriate MTA sales tax funds.</p>	<p>Conduct analysis to determine feasible improvements at noted locations, eligible to be funded by Measure M funds without duplicating regional schedule investment efforts.</p>

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4.	Highway, Active Transportation, Complete Streets (Capital)	Complete Streets is a concept that is contained in the Ordinance, yet there is no measurement of how Metro is doing in terms of meeting the requirements to expend funds in compliance with this concept. The 5-Year Assessment does not provide any guide along these lines and should.	[N/A]	Addressed in Five-Year Assessment Recommendation: "Implement a new quality of life scorecard that tracks pass-through funding to local jurisdictions and how that funding is invested in locally-controlled infrastructure and programs, such as street safety, bus shelters and heat resilience strategies." [p. 116]
5.	Active Transportation	At present, Active Transportation Funds can only be used for capital improvements, i.e., new construction. This means that nothing can be done to improve any existing bikeways, some of which are heavily used. The word "bikeway" means a biking facility that is not part of a street used by vehicles. The repaving of an existing street can use Measure M funds, but repaving of an existing bikeway cannot. Safety improvements to an existing street can use Measure M funds, but safety improvements to an existing bikeway cannot. An existing street or freeway can be widened with Measure M funds, but widening of an existing bikeway cannot.	Recommends that the MTA allow Active Transportation funds to be used for repaving, safety enhancements, and widening of an existing bikeway. A potential project must still go through the same MTA approval process used for bikeway capital improvement projects.	Identify limitations to Measure M Active Transportation funds and determine eligible investment expenditures for existing bikeway maintenance and safety improvement.