

Measure M in Los Angeles County

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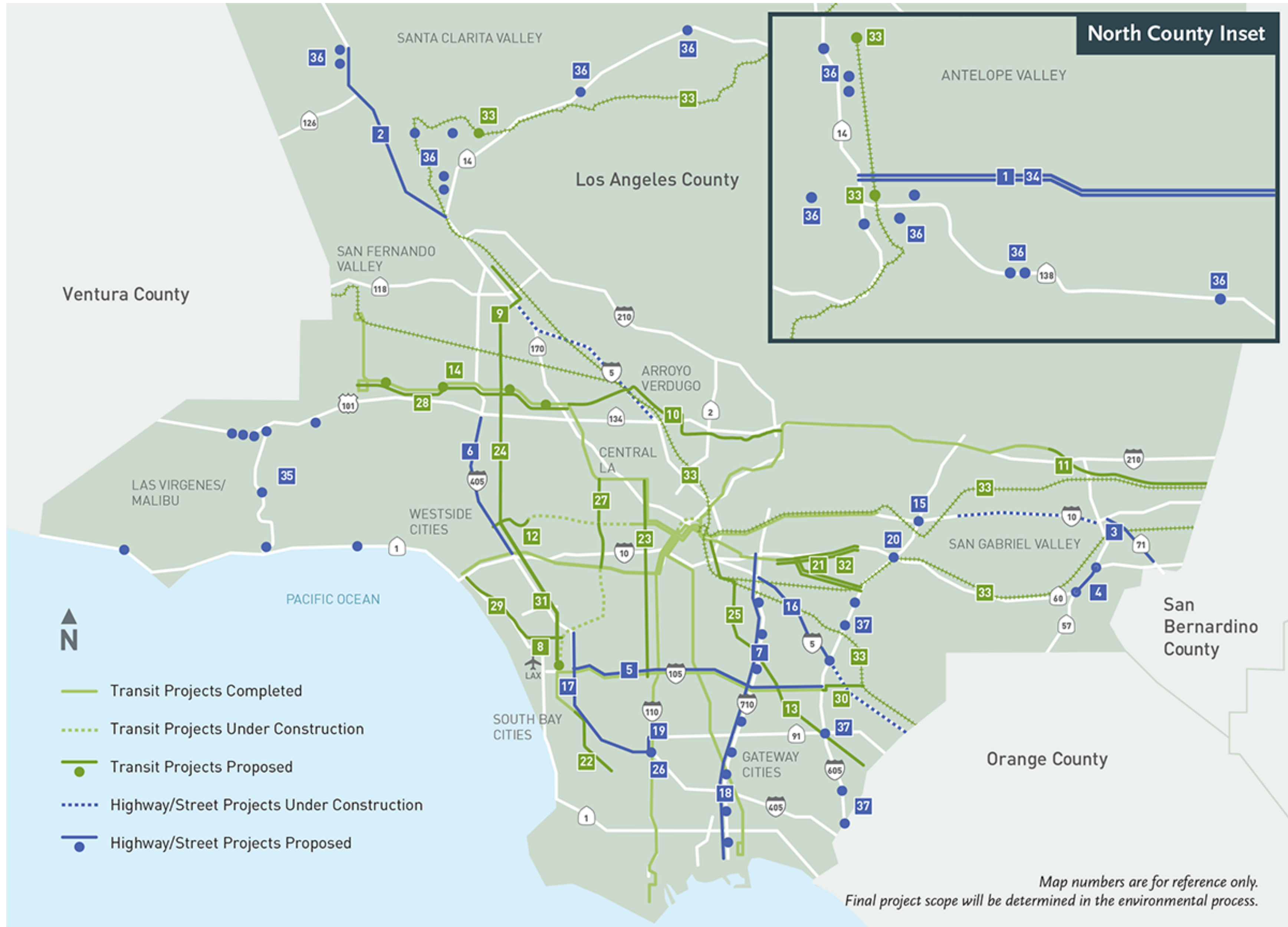
- Metro is similar to SacTA, but it directly builds some projects and operates transit
- permanent one cent sales tax measure passed in 2016 with 71% in favor
- robust public engagement starting well before the election, much of it led by nonprofit organizations
- entire Metro board and all prominent politicians were supportive, unlike earlier measures
- goals were developed before the project list

Goals of Measure M

Preamble of the Ordinance

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- Ease traffic congestion, improve freeway traffic flow, and reduce bottlenecks.
- Expand rail and rapid transit system; accelerate rail construction and build new rail lines; enhance local, regional, and express bus service; and improve system connectivity.
- Repave local streets, repair potholes, and synchronize signals; improve neighborhood streets and intersections, and enhance bike and pedestrian connections.
- Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled; and provide better mobility options for our aging population.
- Earthquake-retrofit bridges, and keep the transit and highway system safe and in good working condition.
- Embrace technology and innovation; incorporate modern technology, new advancements, and emerging innovations into the local transportation system.
- Create jobs, reduce pollution, and generate local economic benefits; increase personal quality time and overall quality of life.
- Provide accountability and transparency; protect and monitor the public's investments through independent audits and oversight.





Bus & Rail Operations

\$29.9 Billion

(Metro and other city bus service, such as Big Blue Bus, Long Beach Transit, Foothill Transit, etc.)



Local Street Improvements

\$22.5 Billion

(Street/pothole repairs, signals, etc.)



State of Good Repair

\$2.4 Billion

(Keeping the system in good working condition)



Programs for Students, Seniors and the Disabled

\$2.4 Billion

(Keeping fares affordable)



Bike & Pedestrian Connections to Transit

\$2.4 Billion

(Including *Safe Routes to School*)



Regional Rail

\$1.9 Billion

(Metrolink)



Local Return

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

Subfunds (big funding buckets)

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- A. Transit Operating and Maintenance Subfund,
- 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..
- 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.
- D. Local Return/Regional Rail Subfund, for Local Return program funds and Regional Rail program funds.

Categories (smaller buckets)

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Subfund	Program	Percent
Transit Operating & Maintenance	Metro Rail Operations	5
	Transit Operations	20
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2
Transit, First/Last Mile (Capital)	Transit Construction	35
	Metro State of Good Repair	2
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction	17
	Metro Active Transportation Program	2
Local Return / Regional Rail	Local Return	16
	Regional Rail	1

Five Year Assessment

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1. Improvements on current practices;
 2. Best practices; and
 3. Organizational changes to improve coordination.
- Specific evaluation areas, performance metrics and criteria of the Five-Year Comprehensive Program Assessment will be approved by the Metro Board of Directors in consultation with the Measure M Independent Taxpayer Oversight Committee.

Ten Year Assessment

1. Projects/programs completed;
 2. Projects/programs anticipated for completion in the next ten years; and
 3. Changes in circumstances affecting the delivery of projects/programs within their schedules as identified in the Measure M Expenditure Plan.
- Specific evaluation areas, performance indicators for project delivery, and criteria of the Ten Year Comprehensive Program Assessment will be developed by the Metro Board of Directors through the Long Range Transportation Plan in consultation with the Measure M Independent Taxpayer Oversight Committee.

Measure M

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- Measure M did NOT include performance measures
- It did set dates and processes for developing performance measures. It can be assumed that the voters had a high enough level of trust with Metro that developing performance measures later was acceptable.

SACOG MTP/SCS Guiding Principles (2016)

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1. Smart Land Use: Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.
2. Environmental Quality and Sustainability: Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.
3. Financial Stewardship: Manage resources for a transportation system that delivers cost-effective results and is feasible to construct and maintain.
4. Economic Vitality: Efficiently connect people to jobs and get goods to market.
5. Access and Mobility: Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.
6. Equity and Choice: Provide real, viable travel choices for all people throughout our diverse region.

SACOG = Sacramento Area Council of Governments; MTP/SCS = metropolitan transportation plan/sustainable communities strategy

Over-riding focus of 2020 MTP/SCS

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- Furthering economic prosperity through the MTP/SCS
- How can the MTP/SCS support an economically prosperous region for all through our planned transportation investments and growth forecast in a time of disruptive change?

Developing the preferred scenario

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1. **Performance Targets** – Create a scenario that achieves the 19 percent per capita greenhouse gas reduction target, pursue a pilot project for GHG reduction with the state, and improve or maintain other performance objectives important to the board as compared to the 2016 plan.
2. **Land Use Pattern** – Create a land use forecast that is based on the best available information, prioritizes performance to meet the plan's objectives, supports the regional Blueprint, continues to support both housing choice and strong employment centers, and is reviewed by member agency staff to ensure it is consistent with local planning efforts.
3. **Transportation Budget** – Create a reasonable forecast of revenues available to support transportation investments in the plan that is based on the latest information available and considers new or innovative ways to pay for transportation as traditional fuel and sales taxes become less reliable in the future.
4. **Investment Priorities** – Create a performance-based preferred scenario project list that emphasizes maintenance and preservation of the existing system, is cost-effective when it comes to system expansion, and supports investments that further the objective of economic prosperity.
5. **New Mobility** – Create a preferred scenario that considers new technologies and services like autonomous vehicles, microtransit and ridesharing and looks for ways to enhance any potential benefits from these technologies while managing impacts to the transportation system.
6. **System Pricing** – Create a preferred scenario that explores a broad range of system pricing strategies that can replace the current fuel tax with a more sustainable approach, while paying for the upkeep of the transportation system, helping manage traffic congestion and improving system performance.