Maybe a $\frac{1}{2}$ cent sales tax for 45 years that could be $\$90$ billion?
### Summary of Measure R2 (MR2) program

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>30%</strong></td>
<td>Rail Transit Program</td>
</tr>
<tr>
<td><strong>20%</strong></td>
<td>Transit Operations (Bus &amp; Rail)</td>
</tr>
<tr>
<td><strong>5%</strong></td>
<td>Metrolink</td>
</tr>
<tr>
<td><strong>5%</strong></td>
<td>Clean Goods Movement</td>
</tr>
<tr>
<td><strong>25%</strong></td>
<td>Local Return Funds w/bike-ped</td>
</tr>
<tr>
<td><strong>10%</strong></td>
<td>Highway State of Good Repair</td>
</tr>
<tr>
<td><strong>5%</strong></td>
<td>Grand Boulevards</td>
</tr>
</tbody>
</table>
(Insert Name) Boulevard in L.A.
Grand Boulevards are...

Cool, Green, Complete Streets *evolving toward*

Bus Rapid Transit *with* Community Development

*MoveLA*

*A PROJECT OF COMMUNITY PARTNERS*
Bay Area El Camino Real + Mayor Eric Garcetti’s

...with affordable housing and social equity
SCAG’s 2% Strategy envisioned something like Grand Boulevards

“By focusing most growth on 2% of the land mass of the region – mostly in centers and corridors and near transit stops – we can accommodate most future growth in ways that strengthen and reinforce the region rather than make it more unmanageable.”

– Bill Fulton
Proposal looking for support:

Metro should include a Grand Boulevards program in Measure R2

• **5%** or about **$4.5 billion** should be set aside for a Grand Boulevards Program.

• Should be sufficient for 200 miles of boulevards in LA County, roughly 12-15 projects each 12-15 miles long.
And it could be an extensive system over a decade or two.
Grand Boulevards start with investments in multiple arterials throughout LA County:

1. To enhance each arterial as a more efficient transportation corridor
2. To create complete streets that enhance transit service as well as bike and pedestrian infrastructure
3. To create aesthetically attractive and economically productive boulevards
4. To create opportunities for community development committed to environmental sustainability and social equity.
Baseline Transportation Objectives

- Improve traffic safety, enhance efficiency, and reduce traffic congestion
- Increase transit ridership by enhancing bus service levels and efficiency while providing safe well lit bus stops.
- Plan transition to Bus Rapid Transit service as ridership grows & where locals agree.
Baseline Transportation Objectives

☑ Ensure each Grand Boulevard is a complete street with bicycle throughways, pedestrian amenities.

☑ Enhance first & last-mile infrastructure and mobility hub investments including car-sharing, slow speed vehicles and bike-sharing located strategically.
Larger Environmental Objectives

- Use “cool” street materials to reduce urban heat island effect
- Implement upgrades to minimize urban run-off
- Ensure deployment of only zero- and near-zero emission transit vehicles.
- Install electric vehicle charging facilities in strategic locations.
Community Enhancement and Development Objectives

- Implement aesthetic improvements and urban forests to stimulate reinvestment activities. (Cap & Trade $$)

- Provide for unbundled district parking to take costs off new development (IFD $$)
Community Enhancement and Development Objectives

- Enable unsubsidized moderate income housing units
- Enable more deeply affordable subsidized housing units.
Investment integration opportunities

- Cap & Trade revenues.
- Infrastructure Finance Districts providing new tax increment financing
- Resources for affordable housing if created by local or state legislation.
Proposed Program Framework

• **75%** of Grand Boulevards funds **invested on Baseline Boulevard objectives** on arterials selected by COGs and City of Los Angeles in consultation with LA Metro.

• **25%** of Grand Boulevards funds invested through a competitive equity grant program...
Competitive grant to ensure Equity and Access (not limited to)

- New mixed-use development located in transit and pedestrian oriented districts
- With new affordable housing
- Ensure local residents and businesses are not displaced and have increased opportunities.
- Facilitate multiple mobility hubs.
Key Expectations & Policies

• Expect significant investments on 12-15 major multi-community arterials throughout the county totaling 150-200 miles.

• Ensure equitable distribution of investments throughout LA County and among sub-regions and City of Los Angeles.