

Move LA's Long Range Transportation Plan "Straw Man"

Estimates assume: ½ cent for 45 years = \$90+ Billion

Averages about 8 cents/day/person

1. Rail Transit Program

30% = \$27 B+

- Fully fund & complete Measure R rail transit lines.
- Extend Measure R Lines to enhance Connectivity
- Invest in new rail transit lines.
- Retrofit of existing lines for safety, security and improved access
- Enhanced Access and Ridership: 7% of this category (about 2% of total funds) should be set aside for first-mile/last-mile infrastructure including bike-ped infrastructure, shuttle services, bike-share and car-share services other mobility hub programs that facilitate access to new and existing rail transit lines.
- Avoid Displacement and Enhance Ridership: 8% of this category (about 2% of total) set aside for competitive grants to cities to avoid or mitigate displacement of existing residents and businesses; to encourage investments that enhance ridership by facilitating new nearby housing for high propensity transit users.
- Zero-emission: Policy to invest only in projects employing zero-emission and near-zero emission vehicles.



2. Metrolink : 5% = \$4.5 B+

- Disentangle from freight: Capital investments to double-track & provide grade separations where needed to enhance safety, efficiency, reliability, disentangle from freight system;
- Express Service: Capital & operations funds to provide express services where appropriate;
- Airport Connections: Priority to facilitate regional airport connectivity;
- High Speed Rail: Facilitate the integration of Metrolink and High Speed Rail where appropriate;
- Zero-emission: Fund transition to zero-emission and near-zero emission vehicles

3. Grand Boulevards 5% for \$4.5 B+

- **Investments** in multiple major arterials.
- **Selection:** Cities, LA County and sub-regional Councils of Governments (COGs) select & plan in coordination with LA Metro.; equitable funding formula per sub region by population & employment;
- **Rebuild boulevards** for traffic congestion reduction, safety, durability, & efficiency including street resurfacing & signal synchronization. Street widening ineligible for these funds.
- **Prioritize Cool, Green, Complete streets:** auto + transit + bike + pedestrian + slow vehicles + cool materials to reduce urban heat + upgrade drainage to reduce runoff pollution into waterways and ocean.
- **Enhance** transit service and transition to Bus Rapid Transit (BRT) where appropriate over time. Invest only in zero- and near-zero emission vehicles.
- **Landscaping + street amenities** eligible to encourage local development where desired (use C&T urban forest funds)
- **Bus Stops:** Better safer bus stops
- **Competitive Equity Grants:** Set aside 25% of this category for grants to cities/COGs to encourage strategies to reduce auto use and build local transit ridership, e.g., mixed-use TOD along boulevards consistent with local standards, housing for high-propensity transit users, enhanced first & last-mile access, mobility hub programs, retaining local businesses, etc.

4. Highway State of Good Repair

10% = \$9 B+

- Freeway State of Good Repair program
- High Occupancy Toll (HOT)/Express Lane program

5. Local Return Funds 25% = \$23 B+

For local governments to invest in local transportation infrastructure

- **20% for any transportation purpose**
- **5% for Sustainable Cities & Active Transportation projects and programs that facilitate equitable transit access and reduce GHGs:** Bike, pedestrian, slow vehicle infrastructure and Safe Routes to School projects; mobility hubs including car share, bike share; electric vehicle charging facilities; projects and programs to enhance transit access & mobility for disabled people and seniors.
- **Greater Flexibility:** Consider revising previous Local Return Guidelines to create greater flexibility in use of Local Return funds from Measure A, C .

6. Clean Goods Movement System

5% = \$4.5 B+

For strategic public investments that:

- Facilitate deployment of zero & near-zero emission vehicle technologies;
- Facilitate deployment of fueling & charging systems for zero & near-zero emission technologies;
- Invest in grade separations & double-tracking where appropriate to enhance system efficiency and disentangle freight and commuter rail systems;
- Facilitate truck-only corridors for clean trucks where appropriate while avoiding significant displacement or neighborhood disruption;
- Enable planning and review of cargo-oriented-development that facilitates local manufacturing or other job creating development near the freight system infrastructure;
- Metro would be directed to confer with the SCAQMD, SCAG, the Ports of Los Angeles and Long Beach, the Gateway Cities and San Gabriel Valley COGs in the implementation of this program.

7. Transit Operating Funds

20% = \$18 B+

- **Low Fares + High Service:** Provide financial support to Metro and municipal operators by formula to keep transit fares low, service & ridership high (stable only if R is extended after 2039)
- **Student Transit Passes:** 1% of total funds to support transit pass programs where matching funds are available for college, university students, K-12 students, and residents of affordable housing near transit.
- **Paratransit:** 1% of total to support paratransit /transit access for senior & disabled residents
- **2039 Measure R Extension?** May need to adjust entire expenditure plan and this category if Measure R is not extended by 2039.

8. Jobs Program

- Measure R2 projects should be included in PLA and Construction Careers Programs as were adopted for Measure R projects.
- LA Metro shall seek to ensure that to the extent feasible vehicles and other products necessary for the implementation of projects funded in this measure shall be manufactured in Los Angeles County.