




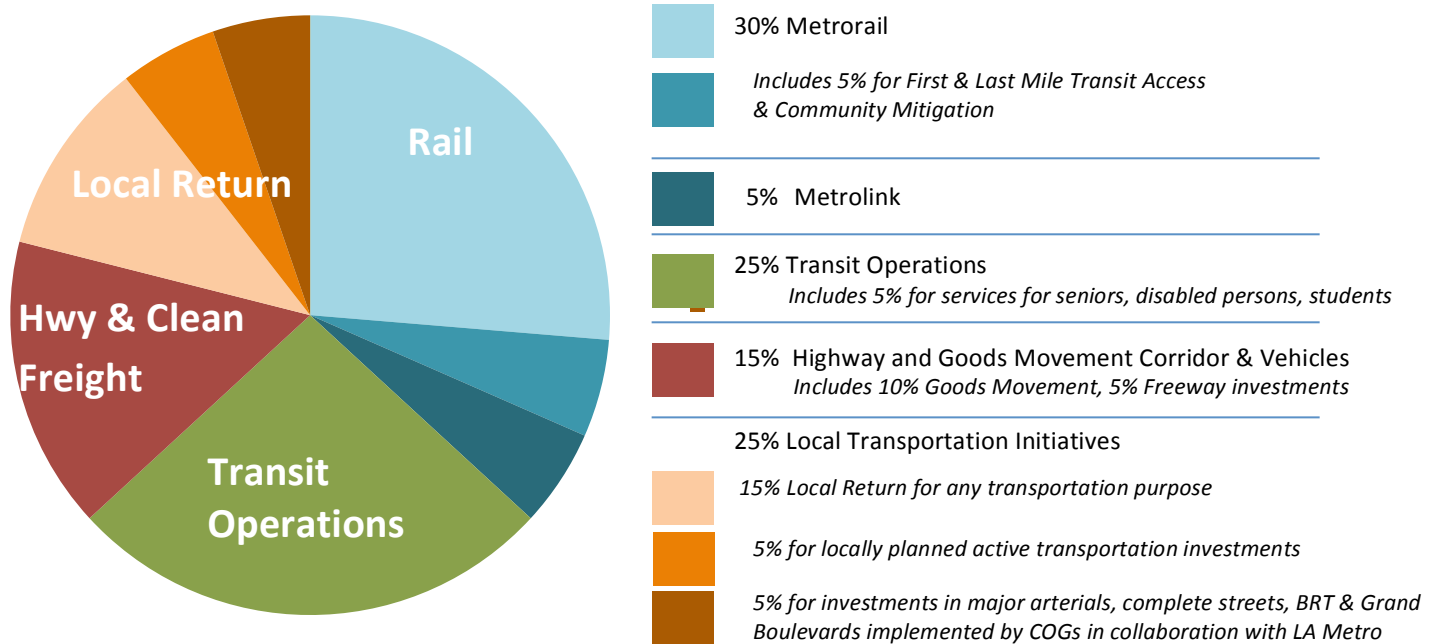


Move LA Proposal: a 45-year 1/2 cent sales tax increase to generate \$93 billion

Last year, Move LA began a dialogue with our community about priorities that might be included in the next round of transportation investments in LA County. We developed a draft proposal we call the “Straw Man,” framed largely by Measure R with the addition of certain program areas such as investments in bicycle and pedestrian infrastructure, in goods movement technology and infrastructure, in major arterials and boulevards, and in enhanced services for seniors, persons with disabilities and students.

Objectives Move LA believes should drive the investment program

-  Improving mobility, reducing traffic congestion, and reducing vehicle miles traveled (VMT)
-  Improving our economy and creating jobs
-  Significantly reducing air pollution and greenhouse gas (GHG) emissions
-  Ensuring greater social equity and reducing environmental injustices
-  Enhancing access to jobs, education, services, amenities and open space in LA County



How Do Various Systems Fare in Move LA’s “Straw Man”?

Transit systems: 65%

- 30% Metrorail
- 25% Metro Bus & Rail Operations
- 5% Metrolink
- 5% Bus Rapid Transit within Local Initiatives

Transit Operations: 25%

- 20% Bus and Metro Rail operations
- 5% Carve-out for students, seniors & persons with disabilities

Highway Systems: 20%

- 10% for Clean Goods Movement
- 5% for Express lanes / HOV
- 5% for Arterials, Complete Streets, Grand Boulevards with BRT implemented by COGs

Local Return: 25%

- 15% Any local transportation infrastructure or service
- 5% Dedicated to Active Transportation
- 5% Arterials, Complete Streets, Grand Blvds Implemented by COGs

Active transportation systems: ~10%

- 5% Active Transportation carve out in Local Return
- a share of 5% for complete streets in Local & Subregional Initiatives
- a share of 3% for first-last mile program in Metrorail; includes access from transit to trails, parks & LA River

Seniors, Students & Persons with Disabilities

- 5% dedication from Transit Operations for passes and services for seniors, students and persons with disabilities
- [Note: figures exceed 100% because categories are not exclusive]*

Proposed Program: Half-cent sales tax increase with at least a 45-year term ~ \$93 B

Move LA supports a half-cent sales tax increase. The scale of the investment program -- and hence its ability to ensure that every part of the county receives significant improvements-- is proportional to the length of its term. Move LA prefers a measure with no sunset. A 45-year measure generating more than \$93 billion would enable the county to meet most of its transportation capital needs, even given an expected population growth of three million new residents over that time.

Move LA's Proposed Expenditure Program

1. Metrorail Transit Expansion: 30%

Goals: Create a robust countywide rail transit system with a high level of connectivity that serves every part of Los Angeles County consistent with local priorities.

a. #1 priorities: Complete Measure R projects with enhancements developed from community dialogue:

- Complete the light rail/people mover connection to LAX.
- Build the East San Fernando Valley LRT on Van Nuys Boulevard from the Sylmar to Orange Line station.
- Build both alternatives on Eastside Gold Line LRT extension. Provide LRT service to South El Monte & Whittier.
- Build the West Santa Ana Corridor/ECO-Rapid Transit LRT from Artesia to Downtown LA.

b. #2 priorities: extend and augment Measure R lines & others lines to improve connectivity:

- Extend the Foothill Gold Line to Claremont.
- Extend the Crenshaw Line to Wilshire Boulevard, continuing to West Hollywood then to the Hollywood/Highland station on the Red Line.
- Continue East SFV LRT through a tunnel under the Sepulveda Pass connecting the Orange Line/Van Nuys station to the Wilshire Subway and then to the West LA/Expo Line.
- Extend the Green Line to Torrance.
- Extend the Green Line east in Norwalk to connect to Metrolink.
- Extend the Wilshire Subway to Bundy.
- Convert Orange Line to LRT in the San Fernando Valley
- Implement BRT on Vermont Avenue from Wilshire to the Green Line in South Bay
- Implement BRT from the San Fernando Valley to San Gabriel Valley

c. Metro should consider the following additional transit projects should funding be available:

- Consider light rail on Sepulveda from WLA to LAX.
- Consider Wilshire Subway to 17th St. in Santa Monica.
- Consider Green Line beyond Torrance to Blue Line.
- Consider LRT + "Rail to River" active transportation on the Harbor Subdivision east of the Crenshaw line

2. Metrolink in LA County: 5%

- Extend of Green Line in Norwalk to Metrolink
- Double-track San Bernardino Line where needed for express Metrolink service to Ontario Airport.
- Invest in zero- emission equivalent vehicles.
- Install wireless communications into cars and stations.

3. Transit Operations: 25%

- 20% for Metro bus and rail operations
- 5% for services for seniors & disabled, student transit passes

4. Highway & Clean Truck Corridors: 15%

- 5% for truck-only lanes on the I-710 South to enable enhanced efficiency and reduce congestion for both cars and trucks.
- 5% dedicated to deployment of zero emission and near-zero emission trucks
- 5% for freeway state of good repair, express/HOT lanes, HOV interchange.

5. Local and Subregional Initiatives: 25%

- 15% specifically for Local Return Program for cities for any local transportation purpose
- 10% for Active Transportation Program/First-Last Mile/ Subregional Arterials including Complete Streets/trails to parks and rivers