

# Vote Yes on Measure M on Nov. 8!

## FREQUENTLY ASKED QUESTIONS

### ■ What is the Measure M?

Measure M is “LA County’s Traffic Improvement Plan” put on the November 2016 ballot by LA Metro. If Measure M wins a 2/3 majority vote it would provide approximately \$120 billion over 40 years to significantly expand the rail transit system and support the bus system all over LA County, as well as provide first and last mile connections to stations for people on foot and on bike and users of all ages and abilities.

The ballot measure would also pay for important highway improvements, and provide funding to all 88 cities in LA County to address local needs including street repairs such as filling potholes and synchronizing traffic signals, supporting local transit service, and investing in pedestrian and bicycle improvements.

Measure M would create a dramatically improved transportation system to redefine commutes for residents in every corner of the county to get all of us where we want to go, when we want to get there, however we choose to travel.

Measure M will fund “LA County’s Traffic Improvement Plan” with a half-cent sales tax and also extend Measure R.

### ■ How much would this cost me?

Measure M will cost on average less than 9 cents a day per person and will create one of the most advanced transportation systems in the U.S. Because a 1/4 cent of the State’s sales tax expires in Dec 2016, consumers will only see a 1/4 cent rise in sales tax as a result of Measure M.

## Measure M: multiple major transit projects countywide

- completion of a transit connection to LAX at 96th Street;
- extension of the Purple Line (Wilshire) subway to Westwood and to the VA Hospital;
- completion of a light rail line on Van Nuys Boulevard along the East San Fernando Valley Corridor from the Metrolink station in Sylmar to the Orange Line;
- extension of the Foothill Gold Line to Claremont;
- extension of the Green Line to Torrance;
- completion of the Eastside Gold Line to both Whittier and South El Monte;
- construction of rail transit in a tunnel under the Sepulveda Pass (and I-405) from the San Fernando Valley and connecting to the Purple Line (Wilshire) subway, Expo Line, and then LAX;
- construction of a light rail line from Artesia to the Green Line and on to Union Station;
- extension of the Crenshaw Line (now under construction south to LAX) north to Wilshire, West Hollywood, and the Red Line in Hollywood;
- extension of the Green Line in Norwalk to the Metrolink station;
- conversion of the Orange Line from bus rapid transit to light rail;
- bus rapid transit lines in every sub-region, for example: from the San Gabriel Valley to the San Fernando Valley; along Lincoln Boulevard from Santa Monica to LAX; along Vermont Avenue from Hollywood Boulevard to the Metro Green Line, and including upgrades to the Orange Line in the San Fernando Valley;
- Downtown LA Streetcar.

## ... and multiple highway and bicycle projects countywide

- improvements to the I-5, I-10, I-105, I-405, I605, I-710 South (not North), and to SR 14, SR 57, SR 60, SR 71;
- 2 Express Lanes added to the Sepulveda Pass Corridor to relieve congestion and raise funds to build the transit line in a tunnel underneath (as described above);
- multiple bike paths, gap closures to the 51-mile LA River Bike Path, and other bike and pedestrian investments throughout LA County.

To see a list of the major projects named in Measure M visit [www.theplan.metro.net](http://www.theplan.metro.net).

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## FREQUENTLY ASKED QUESTIONS

### ■ What are the major transportation projects that would be funded?

Metro has put together a plan (theplan.metro.net) to relieve traffic congestion and improve mobility by investing in bus, rail transit, freeways, local highways and streets, bikeways, sidewalks, and even goods movement infrastructure with the goal of making all modes of transportation work better together.

### ■ How much money would be spent on transit, highways, walking and biking, and how much would be spent on administrative costs at Metro?

More than half of all funding would be spent on new construction, including 37% for transit and 17% for highway investments. 28% is set aside for bus and rail operations, including funding to expand service and keep fares low on all locally operated bus systems. There's also funding for discounted fares and paratransit services for seniors and people with disabilities, and for discounted student transit passes. 17% would be distributed to the 88 cities in LA County for local transportation priorities including street repairs, local transit, and local bike and pedestrian investments. (Funding for bike and pedestrian projects amounts to about 6% of all funding, or perhaps more depending on how many cities choose to fund these projects from the 17% of funding they control.) Metro administration is limited to 1/2%.

### ■ How did LA Metro decide on these particular projects?

The LA County Traffic Improvement Plan was built from the bottom up, during a three-year process involving subregional Councils of Government, cities, local elected officials, and a wide array of stakeholders including business, labor, environmentalists and community groups, as well as interested

constituents and all those attending Metro committee and board meetings. Nearly 48,000 people participated in telephone town halls and other outreach events last May and more than 560 people attended Metro's public meetings. Projects are consistent with Metro's Long Range Transportation Plan. There would be a comprehensive review of the progress every 10 years, at which time new projects can be added if two-thirds of Metro Board members agree and if this doesn't delay other projects in the plan.

### ■ Would there be any oversight?

An "Independent Taxpayer Oversight Committee" would be created to provide a high level of accountability and transparency. Seven committee members with expertise in transportation and public finance would conduct an annual financial and performance audit and post it on-line. Committee members would review the expenditure plan every 5 years to make sure it's on track, and review and comment upon Metro's comprehensive assessment of major projects and programs every 10 years. Committee members would be subject to Metro's conflict of interest policies. Money can not be taken by Sacramento

### ■ How do we know that the projects that seem like good ideas now will be good ideas 40 years from now?

Measure M has built-in flexibility to allow Metro to take advantage of new technologies and other new developments in transportation. The Independent Taxpayer Oversight Committee reviews progress on the Measure M expenditure plan every 5 years and reviews Metro's comprehensive assessment of major projects and programs every 10 years, at which time the Metro Board can, with agreement from two-thirds of the members, "reprogram" funds and add additional projects—but only if the new projects are in the same region as the projects that are being de-funded, and if changes would not delay other projects, change the revenue split or reduce funding to cities.

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### ■ Would there be funding in Measure M for the SR-710 North Gap Project?

No. Measure M specifically says that no funding can be used for the SR-710 North project to connect the SR-710 to the I-210.

### ■ How would Measure M impact low-income families?

Low-income families would likely be big winners with Measure M since they are more frequent transit users, and they could also be major beneficiaries of the thousands of jobs created by Measure M. Residents of LA County spend on average \$2 out of every \$3 on the necessities of life—rent, food, utilities, transit, and health care—and it's important to note that these are all exempt from the sales tax in California. It's also important to note that LA County residents pay just over 40% of the sales taxes collected in LA County, while the rest is paid by businesses selling to businesses and by tourists—rather than local consumers.

### ■ Is there anything in Measure M for older adults and people with disabilities - many of whom depend on transit?

It's anticipated that one in every five LA County residents will be 65 years or older by 2030, and this projected population growth will significantly increase the need for more accessible, convenient, and affordable public transportation. The estimated one million LA County residents with disabilities also need better access to transit and to ADA paratransit services. Not only would Measure M provide more transit to more destinations and improved access to stations, it would also dedicate about

\$2.4 billion over 40 years to help seniors and people with disabilities live independently, and offer discounted passes for students (read more about students in the next section) and also for paratransit services. The \$2.4 billion is a floor not a ceiling and could be increased.

Measure M has significantly more funding to cities to repair neighborhood sidewalks, add curb cuts, and improve connections to bus stops and rail stations—making it easier for people of all ages and abilities to get to transit. Additionally, Metro recently adopted a “Countywide Services for Older Adults and People with Disabilities” policy that ensures Metro projects would address the transportation needs of seniors and people with disabilities.

### ■ How would the Measure M affect students?

Studies have shown that discounted passes significantly increase student ridership—by as much as 200%—and we need to grow more transit riders for our growing transit system. Measure M would dedicate about \$2.4 billion over 40 years for a discounted transit pass program for students, and for helping seniors and people with disabilities live independently (see previous paragraph). The \$2.4 billion is a floor not a ceiling—and could be increased—and Metro established a subfund of the sales tax revenue fund to ensure the funding would be set aside. Metro is rolling out a new student transit pass program this fall and funding from Measure M would enable Metro to engage more schools in the program, make the discounted pass available to more part-time as well as full-time students, and to deepen the discount.

Students would benefit not only from the bigger transit system and better service but also from the increased funding for first-last-mile connections that would make it easier to walk and to bus stops and rail stations.

More Information: [theplan.metro.net](http://theplan.metro.net)

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