

A large, stylized letter 'M' is positioned at the top of the slide. The 'M' is composed of several white, rectangular blocks with a slight 3D effect, set against a dark green circular background. This green circle is partially overlaid by a large, curved orange shape that sweeps across the middle of the slide.

# **Metro's Plan to Ease Traffic Draft Expenditure Plan Overview**

**March 24, 2016**



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## A Collaborative COG Process

- The Metro Board established a process to work with the sub-regional councils of government to identify priority projects
- Metro conducted a bottoms-up process with the nine sub-regions of the county, which submitted projects for evaluation
- Each sub-region was given targets based on their population and employment
- Board adopted highway and transit performance measures; projects scored using weighted themes

# Board Approved Performance Metrics

## ❖ **Mobility: Ease Congestion**

**45.0%**

- Improve travel times and reliability; increase active transportation

## ❖ **Accessibility: Provide Access**

**17.5%**

- Increase service to the transit dependent, cyclists, youths, pedestrians, seniors, and people with disabilities; increase those served by Metro; improve first-last mile

## ❖ **Safety: Improve Safety**

**12.5%**

- Enhance personal and public safety; reduce incidents

## ❖ **Economy: Grow Economic Benefits**

**12.5%**

- Create jobs; increase goods movement; invest in disadvantaged communities

## ❖ **Sustainability and Quality of Life: Enhance Quality of Life**

**12.5%**

- Reduce greenhouse gases; improve air quality; positively impact public health



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# Modeling and Cost Estimates

- Modeling Process
  - Scored and ranked highway and transit projects separately
  - Applied Board-approved performance methodology
  - Considered high-performing existing projects for acceleration without impacting other projects
- Cost Estimate Methodology
  - Reviewed current studies, engineering plans and cost estimates
  - Applied comparable, actual cost experience to each infrastructure type and cost category
  - Applied factors for soft costs based on historical experience
  - Applied project contingency



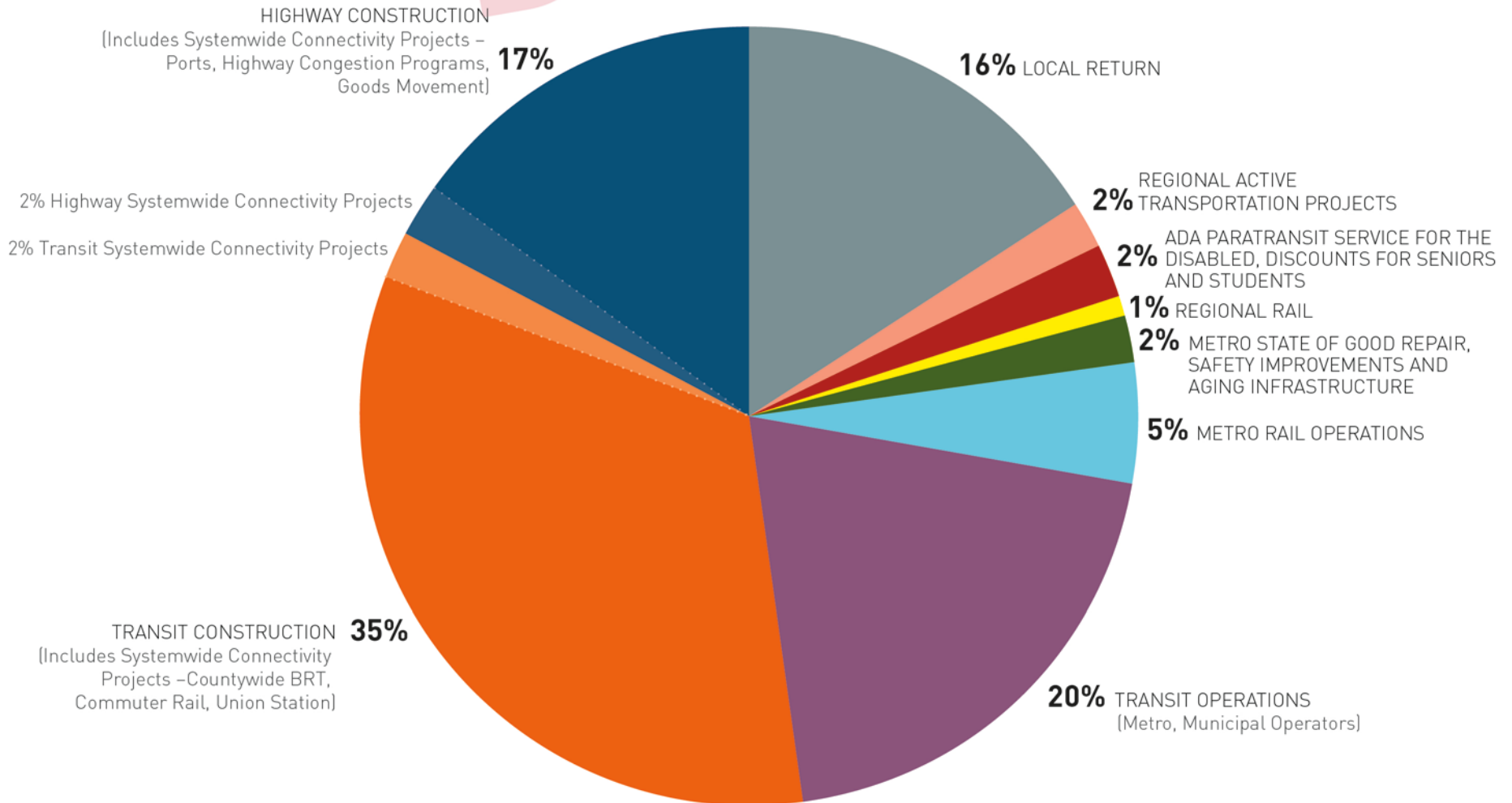
# Annual Revenue Assumptions

- New ½ cent tax = \$860 million/year
  - FY18-FY39 – ½ cent building on top of existing Measure R
- New ½ cent and Measure R together – \$1.7 billion/year
  - FY40-FY57 – 1 cent replaces Measure R tax rate
- New revenues would begin in FY18

**\$120 billion in YOE dollars would be generated over the 40-year program**

# Potential Ballot Measure Expenditure Plan

DRAFT





# Capital Projects List



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## Transit Construction – 35%

- Capital expenses in support of transit capacity improvements specifically listed in the Measure's project Expenditure Plan
- New rail and/or Bus Rapid Transit (BRT) capital projects whose project definition depends upon the final environmental review process
- Rail yards, rail cars, and start-up buses for new BRT lines are eligible
- Includes 2% for systemwide connectivity projects such as airports, countywide BRT, and Union Station



# Highway Construction – 17%

- Capital expenses in support of highway project capacity and safety enhancements and/or highway project elements specifically listed in the Measure's project Expenditure Plan, such as environmental studies, plans, specifications, and estimates, right-of-way (including support), construction (including support)
- Examples include High Desert Corridor, I-5 capacity enhancements, SR-71 capacity enhancements, Express Lane expansion, truck lanes, and auxiliary lanes
- Includes 2% for systemwide connectivity Projects such as ports, highway congestion programs, and goods movement

# Regional Active Transportation – 2% (NEW)

- Includes 2% for regional ATP projects
- Projects and programs that encourage walking, biking, and rolling modes
- Eligible projects would include Safe Routes to Schools; complete streets improvements; and first/last mile connections with public transit such as bicycle facilities including bike hubs, protected bike lanes connecting the transportation network, and countywide bike share program
- Expected to generate \$17 million annually in the first year and more than \$2.4 billion over the 40-year life of the measure
- Total of 4.5% of PBM funds are projected for ATP (combo of 2% Regional ATP and 2.5% of locally planned ATP investments)



# The Maps



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projects  
Projects

as a major project in the first 15 years.

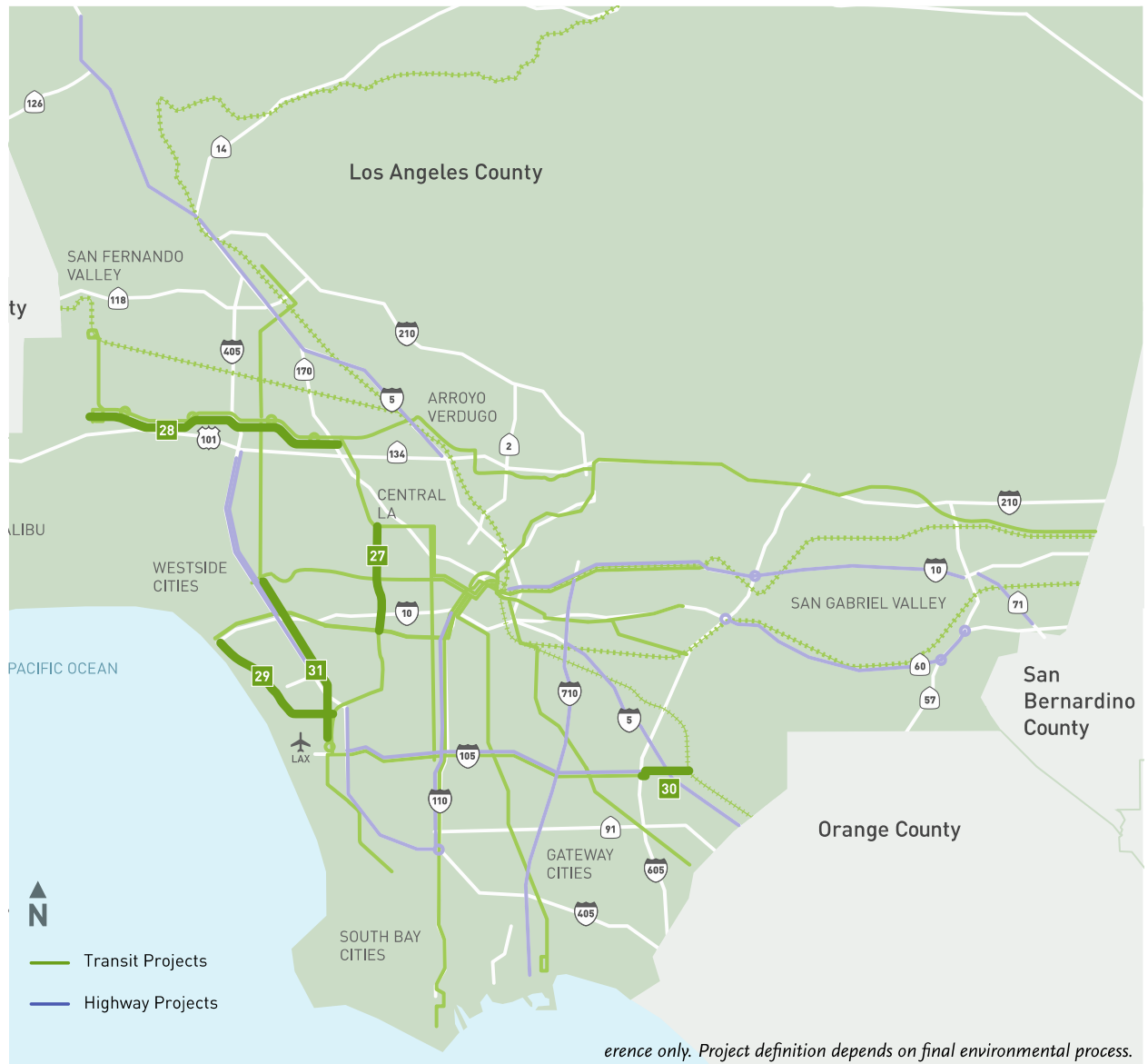
reference only. Project definition depends on final environmental process.















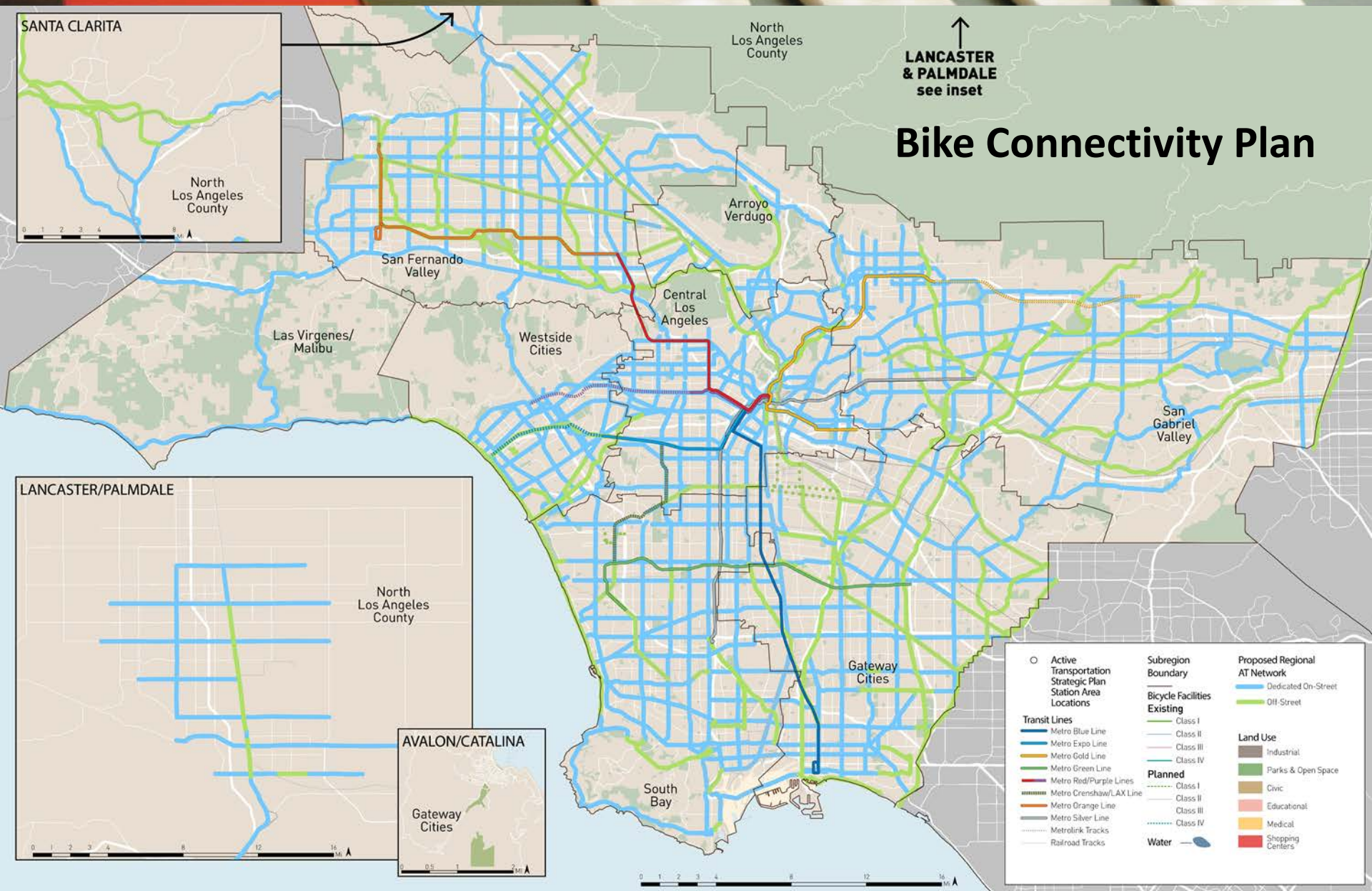




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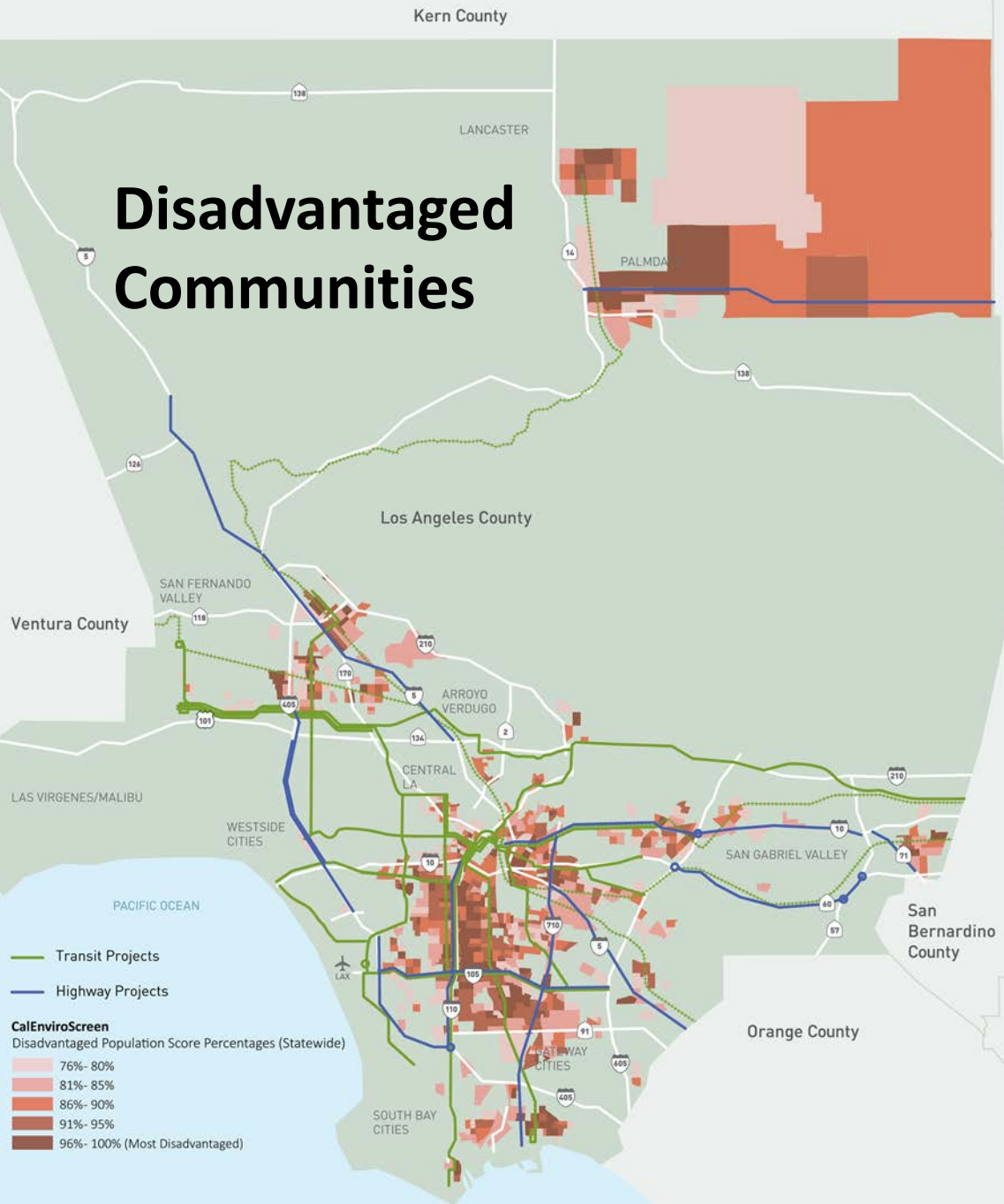
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# Bike Connectivity Plan



<ul style="list-style-type: none"> <li>○ Active Transportation Strategic Plan Station Area Locations</li> </ul>	<ul style="list-style-type: none"> <li>Subregion Boundary</li> <li>Bicycle Facilities Existing           <ul style="list-style-type: none"> <li>Class I</li> <li>Class II</li> <li>Class III</li> <li>Class IV</li> </ul> </li> <li>Planned           <ul style="list-style-type: none"> <li>Class I</li> <li>Class II</li> <li>Class III</li> <li>Class IV</li> </ul> </li> <li>Water</li> </ul>	<ul style="list-style-type: none"> <li>Proposed Regional AT Network           <ul style="list-style-type: none"> <li>Dedicated On-Street</li> <li>Off-Street</li> </ul> </li> <li>Land Use           <ul style="list-style-type: none"> <li>Industrial</li> <li>Parks &amp; Open Space</li> <li>Civic</li> <li>Educational</li> <li>Medical</li> <li>Shopping Centers</li> </ul> </li> </ul>
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# Disadvantaged Communities





# Exploration and Innovation

## Other Opportunities

- Seed Money for Exploratory and Innovative Projects
  - Express Train from LAX to Union Station
  - South Bay Congestion Relief from LAX to Long Beach
- Countywide BRT Projects
- Streetcar and Circulator Projects
  - Capital only



# Operations and other Programs



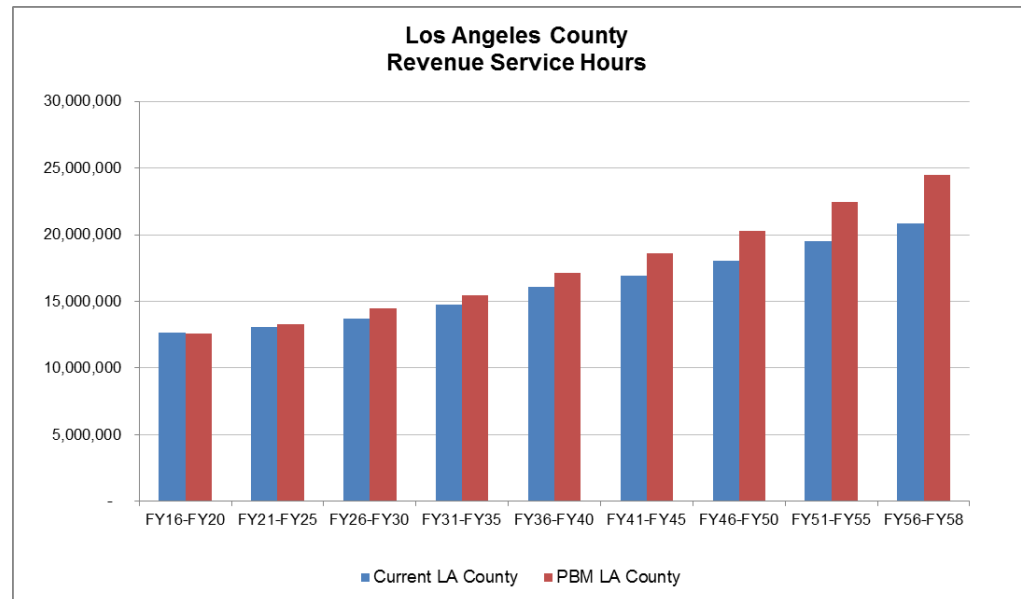
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# Transit Operations – 20%

For countywide transit operations (consistent with ridership patterns), Metro and Municipal Operators, allocated through the Formula Allocation Procedure (FAP). Funding will improve system safety, faster/frequent/reliable/accessible services, customer service and fund state of good repair needs

- LA County transit services will more than double, which includes bus rapid transit, Metro rail and municipal operator services
- Increased service levels will have capacity to triple transit usage and ridership
- Metro and municipal operator bus services are critical feeder services and first/last mile connections to new infrastructure expansion
- Shift travel mode to public transit and reduce single occupancy vehicles
- Take advantage of technology advancements to improve customer experience
- Prioritize enhanced services in transit dependent areas
- Improving safety on buses, bus stops, rail lines, and rail stations
- Establishing and improving Express Bus service on freeways

Transit Operations			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	20% of 1/2 cent	\$170.2	\$5,796.0
<b>Potential Ballot Measure Addition</b>			
FY18 - FY39	20% of 1/2 cent	170.2	5,796.0
FY40 - FY57	20% of 1 cent	340.4	18,127.0
<b>Total PBM Addition</b>			<b>\$23,923.0</b>
<b>Total Measure R + Potential Ballot Measure (FY18 - FY57)</b>			<b>\$29,719.0</b>

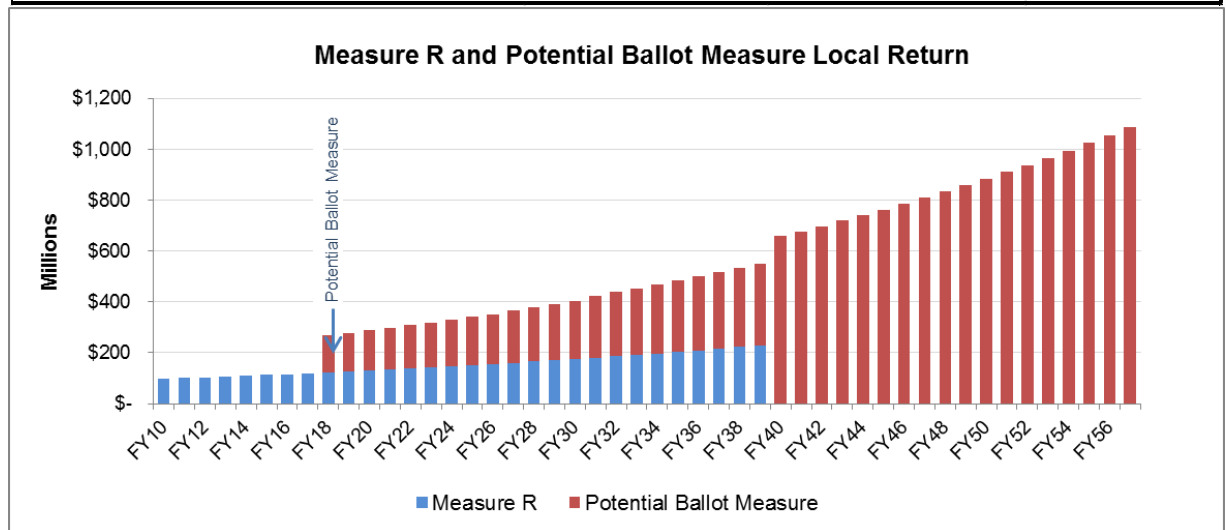


# Local Return – 16%

For 88 local jurisdictions and Los Angeles County allocated by population. Funds are used for communities’ transportation needs, including transit, streets & roads, “Green” streets, ATP, Transit Oriented Communities’ Investments and other unmet needs.

- This will double existing Measure R Local Return funding and extend another 18 years
- Provides maximum flexibility for local jurisdictions to meet their transportation priorities and needs
- Funds will be used for repairing potholes and repaving local streets

Local Return			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	15% of 1/2 cent	\$127.7	\$4,347.0
Potential Ballot Measure Addition			
FY18 - FY39	16% of 1/2 cent	\$136.2	4,637.0
FY40 - FY57	16% of 1 cent	272.4	14,501.0
<b>Total PBM Addition</b>			<b>\$19,138.0</b>
<b>Total Measure R + Potential Ballot Measure (FY18 - FY57)</b>			<b>\$23,485.0</b>

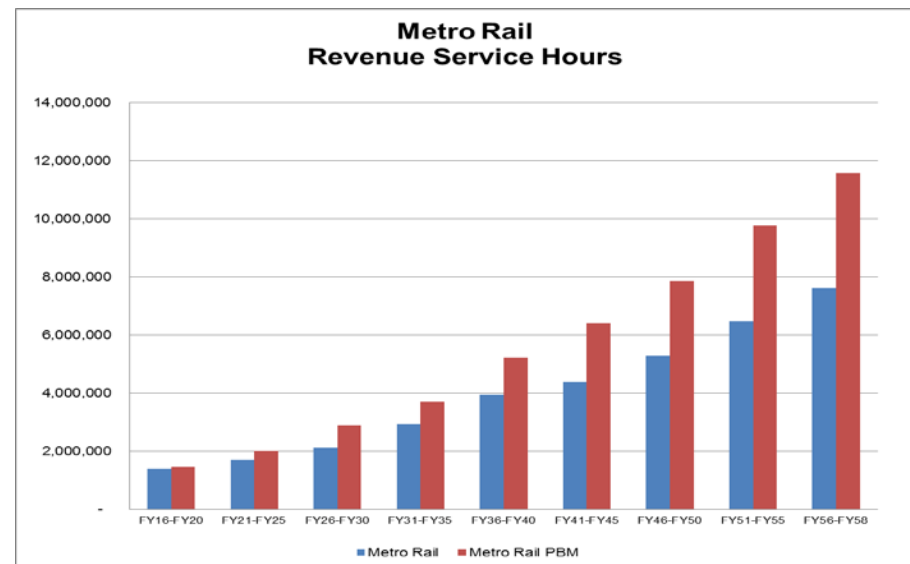


# Metro Rail Operations – 5%

For Metro Rail operations, emphasizing system safety, improved customer service and faster, frequent, reliable, and accessible services. To fund growing rail operating needs and rail SGR due to the expansion of the rail system.

- Over the next 40 years, rail service has the capacity to increase up to 10 times, representing half of the county’s transit services
- With over 100 more route miles, over 20 light/heavy lines, and 70 more stations, rail usage and ridership can increase up to 12 times
- Rail service increases system speed and capacity for transit, allowing for more boardings per mile and per hour, and easing congestion and traffic
- Funds can be used to supplement rail state of good repair needs

Metro Rail			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	5% of 1/2 cent	\$42.6	\$1,449.0
Potential Ballot Measure Addition			
FY18 - FY39	5% of 1/2 cent	42.6	1,449.0
FY40 - FY57	5% of 1 cent	85.2	4,532.0
<b>Total PBM Addition</b>			<b>\$5,981.0</b>
<b>Total Measure R + Potential Ballot Measure (FY18 - FY57)</b>			<b>\$7,430.0</b>



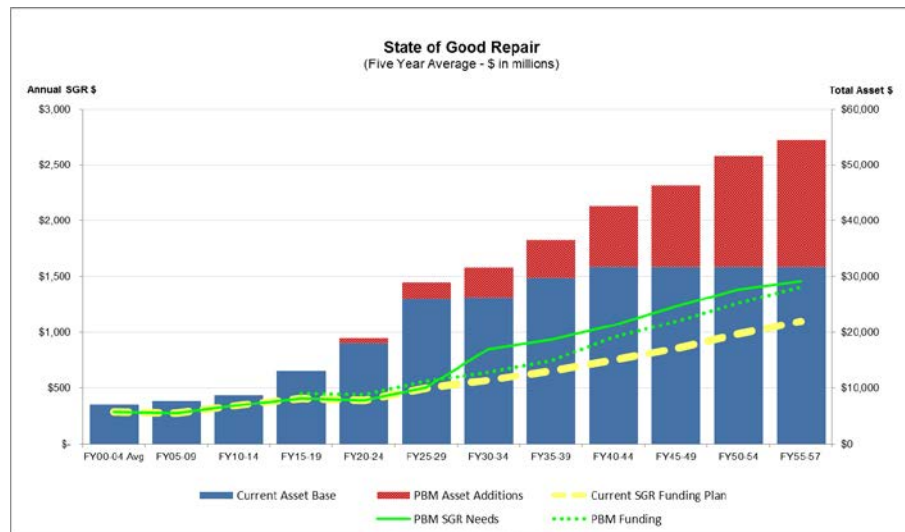
# State of Good Repair, Safety Improvements and Aging Infrastructure – 2% (NEW)

A robust SGR funding program is necessary to keep the current aging infrastructure such as Blue Line and the expanding system in top form. A dedicated funding source for SGR will allow us to provide quality, reliable, on-time, and uninterrupted services for our riders. **No dedicated funding for state of good repair exists today.**

- Allocates \$2.39B for SGR
- This dedicated funding will allow us to leverage federal/state grants and bond financing
- The investment in SGR will improve asset condition, safety and extend the useful life of our transit system
- This funding along with the Asset Management Plan (condition-based and asset age-based) will help mitigate the funding gap for SGR
- Earthquake retrofitting bridges, tunnels, and overpasses
- Improving safety on buses, bus stops, rail lines, and rail stations

State of Good Repair, Safety Improvements and Aging Infrastructure			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	None	-	-
<b>Potential Ballot Measure Addition</b>			
FY18 - FY39	2% of 1/2 cent	17.0	580.0
FY40 - FY57	2% of 1 cent	34.0	1,813.0
<b>Total PBM Addition</b>			<b>\$2,393.0</b>
<b>Total Measure R + Potential Ballot Measure (FY18 - FY57)</b>			<b>\$2,393.0</b>

Note: Create provision where Metro Board can increase SGR percentage based on the condition of assets, after 2039 when approximately 15 rail lines will be in operation.

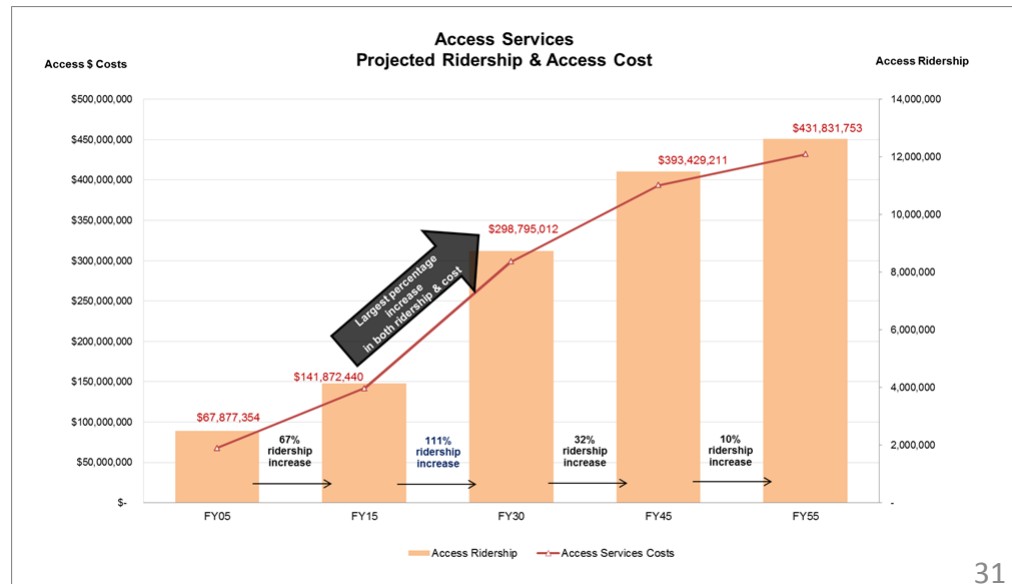


# ADA Paratransit Services for the Disabled; Discounts for Seniors and Students– 2% (NEW)

To fund paratransit services mandated by the American with Disabilities Act (ADA).  
Currently no dedicated funding for ADA-mandated paratransit exists.

- Secures dedicated funding of \$2.39B for ADA-mandated paratransit services
- Serving people with disabilities is one of the primary challenges of transit systems
- ADA ridership is expected to more than double in the next decade
- Growth is due to aging population of baby boomers and cuts in human services transportation funding

ADA Paratransit Service for the Disabled; Discounts for Seniors and Students			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	None	-	-
<b>Potential Ballot Measure Addition</b>			
FY18 - FY39	2% of 1/2 cent	17.0	580.0
FY40 - FY57	2% of 1 cent	34.0	1,813.0
<b>Total PBM Addition</b>			<b>\$2,393.0</b>
<b>Total Measure R + Potential Ballot Measure (FY18 - FY57)</b>			<b>\$2,393.0</b>



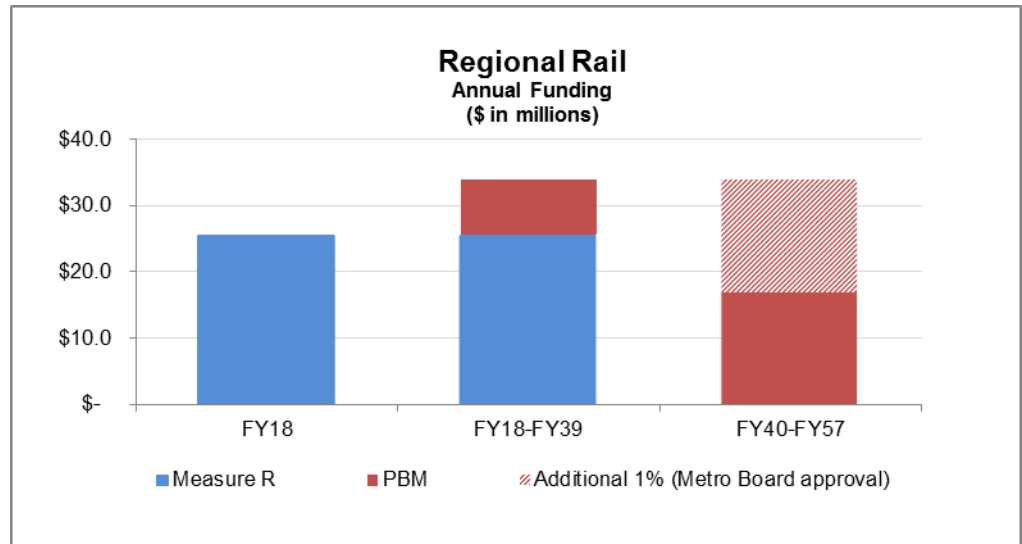
# Regional Rail – 1%

**Improvements for commuter rail service within LA County, includes operations, maintenance, expansion and state of good repair**

- In addition to the 3% allocation from Measure R, adding \$1.19B in total sales tax funding
- Improving & expanding service
- Enhances Regional Rail Service, with an emphasis on Antelope Valley services, providing transit-dependent riders connections from the North County to the LA basin
- Reduced congestion on freeways
- Every \$1 of Metro’s operating funds can be matched by \$3 from other member agencies and fare revenues
- Regional Rail capital projects are eligible to participate in 2% of the systemwide connectivity projects, included in 32% Transit Construction slice

Note: Create provision where Metro Board can increase Regional Rail percentage up to an additional 1% after 2039 based on verifiable service improvements.

Regional Rail			
(\$ in millions)	Annual Allocation	Annual (\$FY18)	Total (\$YOE)
Existing Measure R (ends FY39)	3% of 1/2 cent	\$25.5	\$869.0
Potential Ballot Measure Addition			
FY18 - FY39	1% of 1/2 cent	8.5	290.0
FY40 - FY57	1% of 1 cent	17.0	906.0
<b>Total PBM Addition</b>			<b>\$1,196.0</b>
<b>Total Measure R + Potential Ballot Measure (FY18 - FY57)</b>			<b>\$2,065.0</b>





# Taxpayer Oversight

- Much like is the case with Propositions A and C and Measure R, an Oversight Committee will monitor the implementation of the Expenditure Plan, including schedule, budget, and use of funds
- Staff has evaluated other oversight committees in California
- Given the success of the Measure R committee, staff will propose ways to build upon the existing committee structure

# Proven Acceleration Strategies

- Federal and State Funds
  - New Starts, TIFIA loans, Cap and Trade, etc.
- Local Funds
  - 3% contribution to transit projects based on benefits
  - Third-party investments
- Private Sector Funds
  - Goods movement or vehicle-miles-traveled fees
  - Express lane or other tolls
  - Private financing and innovation
- Dynamic Shovel Ready Plans and Implementation

# Preparing for a Transportation Renaissance

- Managing a Massive Program
  - Creating a Program Management Plan
- Developing our Workforce
  - Getting “people ready”
  - Leadership Academy, MAX Program, trainee programs
  - Leveraging the experience being gained through our current program
- Capturing Lessons Learned
  - Learning from past experiences (cost control methods, schedule adherence, annual program evaluations, etc.)
  - Establishing best practices



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# Program Benefits

- Eases congestion & improves mobility
- Improves accessibility
- Enhances quality of life
- Expands rail and bus network
- Creates a more balanced, customer-focused transportation system
- Keeps fares low and improves service for seniors, students and people with disabilities
- Enhances investment at the local level for cities to provide alternative modes of transportation
- Increases transit mode share: 7% now; projected to be 20-30% with new infrastructure investments, complete build-out, and innovative marketing and technology



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# Public Input Process

- Public meetings
  - Nine traditional meetings, one virtual meeting
- Telephone town hall meetings
  - One for each Board member's district
- Public comments through website and social media
- Elected officials' briefings
- Key stakeholders' briefings
- Media briefings
- Community presentations



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# Looking Beyond 40 Years

## What else could we accomplish with more years?

### 45-Year Plan – \$6B current dollars/\$23B YOE

- High Desert Corridor Construction
- Crenshaw Line Northern Extension

### 50-Year Plan – \$11B current dollars/\$28B YOE

- Gold Line Eastside Extension Phase 2
- Purple Line Extension to Bundy

○ *Note: Can be any combination of projects based on Board direction*

# Staff Recommendation

- The 50-year Plan
  - Secures the funding necessary to build significant transportation improvements across the county and keep our system in good working order as LA County positions itself for the future
- Request that the Board authorize the CEO to release the Draft Potential Ballot Measure Expenditure Plan for public input



Questions?



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