



STAFF REPORT

Meeting Date: September 20, 2016

To: Honorable Mayor & City Council

From: Aaron Kunz, Deputy Director of Transportation

Subject: Request by Mayor Mirisch for the City Council to Consider Taking a Position on Los Angeles County Ballot Measure M

Attachments:

1. Press Release
2. Expenditure Plan
3. Correspondence

INTRODUCTION

A Los Angeles County-wide sales tax measure, Measure M, titled "Los Angeles County Traffic Improvement Plan," is included on the November 8, 2016 ballot. Mayor Mirisch requested that the City Council consider taking a position on Measure M.

On September 6, the City Council reviewed this item and requested that it come back before them on September 20 for additional discussion with and more community input.

DISCUSSION

The Los Angeles County Metro Board of Directors voted 11-2 to place a measure on the November 8, 2016 ballot that would increase the sales tax by a half-cent and extend the existing Measure R half-cent sales tax beyond its 2039 expiration date to fund transportation projects.

Since 1980, Los Angeles County voters have approved three half-cent sales tax measures for transportation uses. Proposition A, approved in 1980, and Proposition C, approved in 1990, do not have a sunset provision. Measure R, approved in 2008, expires in 2039. Measure M would increase the Los Angeles County sales tax by an additional half-cent, raising the total amount of countywide sales tax for transportation to 2%. It would also remove the sunset provision of Measure R.

The Measure R funding plan includes the Purple Line Extension from Wilshire/Western to Wilshire/La Cienega in 2023, to Century City in 2026 and to Westwood/VA in 2036. Measure M's expenditure plan includes advancing the completion of the Westside Purple Line to Westwood/VA in 2024. Measure M also includes the Northern Extension of the Crenshaw/LAX line to West Hollywood starting in FY 2041.

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The Measure M funding plan also includes 2% of total funding for "active transportation" to be allocated competitively throughout the region and 17% for "local return" to be distributed to local jurisdictions based on population. The "local return" would increase to 20% in 2039. By comparison, Proposition A local return is 25%, Proposition C local return is 20% and Measure R local return is 15%.

The Cities of Culver City, Los Angeles and Santa Monica and the County of Los Angeles have taken a position in support of Measure M. The City of West Hollywood is scheduled to consider taking a position on September 19.

City staff has conducted outreach including releasing a press release and notifying City Commissioners, homeowner associations, Chamber of Commerce, Beverly Hills Unified School District, Southeast Task Force and Next Beverly Hills Committee.

FISCAL IMPACT

If Measure M passes, the City is estimated to receive approximately \$425,000 in local return funds.

RECOMMENDATION

That the City Council consider taking a position on Measure M as originally requested by Mayor Mirisch.

Susan Healy Keene
Director of Community Development

Approved By



ATTACHMENT 1



Office of Communications
City of Beverly Hills
455 N. Rexford Dr.
Beverly Hills, CA 90210-4817
www.beverlyhills.org

For Immediate Release
September 13, 2016
Contact: Huma Ahmed
(310) 285-2457

City Council Will Consider Taking a Position on Measure M
County Sales Tax Measure to Be Discussed at the Sept. 20 Study Session

Beverly Hills, CA – The Beverly Hills City Council will consider taking a position on the Los Angeles County sales tax measure, titled “Los Angeles County Traffic Improvement Plan (Measure M) at the Sept. 20 City Council Study Session. The City Council reviewed the initiative at the Sept. 6 meeting; they requested that it come back for a full discussion, which will give the community additional opportunity to comment.

If passed on Nov. 8, Measure M would increase the county sales tax by a half-cent and extend the existing Measure R half-cent sales tax beyond its 2039 expiration date to fund transportation projects.

The Measure R funding plan includes the Purple Line Extension from Wilshire/Western to Wilshire/La Cienega in 2023, to Century City in 2026 and to Westwood/VA in 2036.

Measure M’s expenditure plan includes advancing the completion of the Westside Purple Line to Westwood/VA in 2024. Measure M also includes the Northern Extension of the Crenshaw/LAX line to West Hollywood starting in FY 2041.

Two percent of total Measure M funding is for “active transportation” to be allocated competitively throughout the region and 17% for “local return,” i.e. to be distributed to local jurisdictions based on population. The local return would increase to 20% in 2039. By comparison, Measure R local return is 15%. The Cities of Culver City and West Hollywood are scheduled to consider taking a position on Measure M prior to September 20.

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ATTACHMENT 2

Los Angeles County Transportation Expenditure Plan
Outline of Expenditure Categories
Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)	
Transit Operating & Maintenance	Metro Rail Operations ¹	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980	
	Transit Operations ² (Metro & Municipal Providers)	20%	\$ 169	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920	
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390	
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860	
	Metro State of Good Repair ⁵	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390	
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330	
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390	
Local Return / Regional Rail	Local Return - Base ³ (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130	
	<i>Local Return / Regional Rail (Beginning FY 2040) ⁴</i>				3% / 1% 	\$ 690	\$ 2,240	\$ 2,930
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200	
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590	
Administration /Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600	
	1.0% Local Return ³	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200	
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390	

1. Funds are eligible to be used for Metro Rail State of Good Repair.
2. Funds are eligible to be used for Metro State of Good Repair.
3. 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues.**
4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.
5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.
Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date*	Expected Opening Date (3 year range)					
	Expenditure Plan Major Projects			1 st yr of Range					
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H
35	Lincoln Blvd BRT	l,o	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H
46	Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969	

Footnotes on following page.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
			1 st yr of Range						
Multi-Year Subregional Programs									
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements @		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	i,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	i,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	i,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

Groundbreaking Sequence
(Exceptions Noted)

Footnotes:

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
- g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach).
No capital funds from the Green Line to Torrance Project will be used for the studies.
- h. I-710 South Project assumes an additional \$2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
- i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
- m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
- n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
- o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
- p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
- q. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
- r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
- s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure ___. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000.

* Subregion Abbreviations:

sc = System Connectivity Projects (no subregion)
av = Arroyo Verdugo
lvm = Las Virgenes Malibu
cc = Central City Area
sg = San Gabriel Valley

nc = North County
sb = South Bay
w = Westside
gc = Gateway Cities
sf = San Fernando Valley

@ Indicates Measure R-related Projects

CY = Calendar Year
FY = Fiscal Year
YOE = Year of Expenditure

ATTACHMENT 3



CHAMBER
of
COMMERCE

September 14, 2016

Honorable Mayor and City Council
Beverly Hills City Hall
455 N. Rexford Drive
Beverly Hills, CA 90210

Dear Honorable Mayor Mirisch and Members of the City Council:

We received word from City Staff that the City Council is going to review Measure M, Los Angeles Metro's ballot initiative for a half-cent sales tax, at the next City Council meeting on September 20, 2016.

While the Beverly Hills Chamber of Commerce has not yet taken a position on Measure M, the Chamber is planning to evaluate and take a position on this matter at this month's Board of Directors meetings on September 27, 2016. Therefore, although the Chamber has no position on Measure M at this time, it can likely provide some input to the City on or after September 27, 2016. We ask that the City Council postpone any decision on this matter until the Chamber has a chance to provide its input on this matter.

Thank you.

A handwritten signature in black ink, appearing to read "Todd Johnson". The signature is stylized and fluid.

Todd Johnson
CEO

MOVE LA

A PROJECT OF COMMUNITY PARTNERS

634 S. Spring St. #818, Los Angeles, CA 90014

310.310.2390 phone, 310.361.5718 fax

www.MoveLA.org

Move LA Leadership Board

Marlene Grossman
President, Move LA Board

Danny Tabor
Vice President, Move LA Board, Former Mayor of Inglewood

Joan Ling
Treasurer, Move LA Board, Urban Planning Policy Analyst

Allan Alexander
Attorney, former Mayor of Beverly Hills

Raul Bocanegra
CSU Northridge Urban Studies & Planning

Darrell Clarke
Sierra Club / Friends 4 Expo

Lou Cornell
Jacobs

Jim De La Loza
HNTB

Jessica Duboff
Los Angeles Area Chamber of Commerce

Matthew Gaines
International Union of Operating Engineers Local 12

Ron Green
AFSCME

Victor Griego
Diverse Strategies for Organizing

Art Hadnett
HNTB

Jim Hilfenhaus
LA County Democratic Party

Dr. Richard Jackson
UCLA, School of Public Health

David Jacot
Los Angeles Department of Water & Power

Kokayi Kwa Jitahidi
LA County Federation of Labor

Melody Kanschat
The Getty Leadership Institute

Richard Katz
Richard Katz Consulting, Inc

Hart Keeble
Iron Workers Local 416

Denny Zane
Executive Director

September 15, 2016

Honorable Mayor and City Council
City of Beverly Hills
455 N. Rexford Drive
Beverly Hills, Ca 90210

Dear Honorable Mayor Mirisch and Members of the City Council,

We are writing to seek your support for Measure M, the LA County Traffic Improvement Plan on the November ballot. Measure M is a comprehensive approach to ease traffic in LA County and includes significant expansion of the rail and bus systems, improvements to the highway system, first & last mile connections to transit for those on bike or foot and for those using paratransit, and funding for transportation priorities in each city in the County. Measure M authorizes a 1/2 cent sales tax that over the next 40 years will provide a projected \$120 billion for LA County.

Every community in every part of LA County will benefit from Measure M by getting greater mobility, more than 465,000 new jobs across the region and improvements to air quality.

The projects in Measure M were selected through a three-year process involving the 88 cities in LA County, the Councils of Governments, and constituents such as business, labor, environmental, faith groups, older adults and people with disabilities. Nearly 48,000 people participated in the planning process through Metro's telephone town halls and in-person meetings.

If Measure M passes, in addition to county-wide traffic relief and economic benefits, Beverly Hills will specifically benefit from:

- **The construction of Purple Line on Wilshire Blvd.** through Beverly Hills to the Westwood VA will be completed by 2024 instead of 2035 as presently scheduled, allowing for multiple transportation options for residents, employees, tourists and others coming and going through the city.
- **Local return funding for local transportation priorities.** Beverly Hills will have significant new funding to address local needs such as filling pot holes, synchronizing traffic signals, supporting local transit service, and investing in pedestrian and bicycle improvements.

Move LA Leadership Board

Mark Kempton
Skanska

Eli Lipmen
LA City Board of Neighborhood Commissioners

Allan Marks
Milbank, Tweed, Hadley & McCloy LLP

Wally Marks
Walter N. Marks Realty

James Watt McCormick
Subway to the Sea Coalition

Jerilyn Lopez Mendoza
Southern California Gas Company

Ron Miller
LA/Orange Counties Building & Construction Trades Council

Claudette Moody
WSP Parsons Brinckerhoff

Rani Narula-Woods
EcoBiz

Kevin Norton
International Brotherhood of Electrical Workers (IBEW) Local 11

Felix Oduyemi
Southern California Edison

Francine Oschin
Oschin Partners, VICA

Jonathan Parfrey
Climate Resolve

Joyce Perkins
LA Neighborhood Initiative

Sergio Rascon
LIUNA Local 300

Nolan Rollins
LA Urban League

Dan Rosenfeld
George Crenshaw

Michael Schneider
HDR

Michael Soloff
Munger, Tolles & Olson, LLP

Dan Tenenbaum
Pacific Crest Realty

Tunua Thrash-Ntuk
West Angeles Community Development Corporation

Alan Toy
Westside Center for Independent Living

We would like to address certain questions that have been raised.

- **No Sunset.** Measure M has no sunset meaning it will continue until the voters decide to end it. There are three big benefits of this approach: 1) adequate funding for operations, 2) adequate funding for “state of good repair,” maintenance, and 3) the acceleration of rail, bus and highways projects. It should be noted that Propositions A and C, which established sales taxes in Los Angeles County in 1980 and 1990 for transit, also were without a sunset provision.
- **The expense of the Sepulveda Pass project.** This project, while the details are not yet clearly defined, will be of great benefit to those of us using the 405 and is much more than a tunnel through the mountain. In fact, the line will go for 20 miles. It will extend down Van Nuys Blvd, through the Sepulveda Pass to Westwood, West LA to LAX, connecting to the Purple and Expo Lines.
- **Ridership.** It is going up- the extension of the Gold Line and Expo Line are extremely successful and are showing how much people in the County want the choices and will use them.
- **Technology.** The whole system is being planned in a way to take advantage of innovative technology as it can be practically applied now and in the future.
- **Oversight.** An Independent Taxpayer Oversight Committee of experts will review Metro’s spending and progress and make recommendations to the Metro Board. They will also conduct annual audits that will be made available to the public.

Please see the attached materials which will provide more details on the benefits of Measure M and a partial list of endorsers.

Thank you for your consideration.

Sincerely,



Denny Zane
Executive Director



Marlene Grossman
Leadership Board Chair

Paid for by Campaign to Move LA,
in Support of Transportation Ballot Measure M,
Major Funding by Aaron Sosnick, HDR Engineering, Inc, &
Jacobs Engineering Group.

Vote Yes on **Measure M** on Nov. 8!

■ Traffic relief!

Measure M would dramatically improve our transportation system and redefine commutes for residents in every corner of LA County to get all of us where we want to go, when we want to get there, however we choose to travel—train, bus, car, bike or on foot!

■ Better transit service & connections

Measure M would fund "LA County's Traffic Improvement Plan," significantly expanding and supporting the rail and bus transit systems, improving freeways and local roads, building bike paths and repairing sidewalks, and providing first-last-mile connections to transit stations for people of all ages and abilities. Measure M is a ½-cent sales tax—costing less than 9 cents/person/day that would raise \$120 billion for transportation over 40 years. It would continue until voters decide to end it.

■ Inclusive, "bottom-up" planning

The projects in Measure M were selected through a three-year process involving LA County's 88 cities, six sub-regional Councils of Governments, stakeholder groups from the business, labor and environmental communities, as well as other interested organizations and individuals. Nearly 48,000 people participated in Metro's telephone town halls and in-person meetings in May 2016.

■ How much money would be spent on construction compared to operations and administration?

More than half all funding would be spent on new construction—37% for transit and 17% for highways. 25% would be spent on transit operations, mostly on buses, to help keep fares low. 17% would go to cities for local transportation projects, and 0.5% would go to Metro administration. The whole county will benefit from 465,000 created in building and operating our transportation system.

■ Maintaining what we build

We've learned from places like San Francisco and Washington D.C. that deferred maintenance on transit systems for lack of funding leads to breakdowns and frustrated riders. Measure M dedicated money for "state of good repair" to ensure there's adequate funding to both maintain and expand our rail, bus and highway systems.



■ Making streets safer for biking and walking

Not only will there be more rail and bus lines and connections between them, there will also be more connections that make it easier to get to stations on bike and on foot. And gaps will be closed to create a 51-mile bike path all along the LA River. Some bike and walk advocates estimate 6% of Measure M will go for active transportation.

■ Strong, independent oversight

An "Independent Taxpayer Oversight Committee" with expertise will review Metro's spending and progress and make recommendations to the Metro board, and conduct annual audits that will be available to the public.

■ Funding for local transportation priorities

All 88 cities and the unincorporated areas in LA County will get funding for local transportation priorities such as street and sidewalk repair, local transit, paratransit services, and bike paths. Measure M has about \$144 million/year in new funding for cities and unincorporated area. When added to local funding in previous Metro measures, local cities will have over \$600 million/year for local transportation infrastructure.

More Information: theplan.metro.net

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**Organizations endorsing
Measure M: LA County Traffic Improvement Plan**
(September 15, 2016)

Business

LA Area Chamber of Commerce
Los Angeles Business Council
Los Angeles County Business Federation (BizFed)
Los Angeles Latino Chamber of Commerce
Crenshaw Chamber of Commerce
San Gabriel Valley Economic Partnership
Valley Industry Commerce Association (VICA)
Civil Engineers for Infrastructure
Keller Williams Realty
HDR Engineering
Mott MacDonald
Preferred Properties LA, Inc.
Shannon & Wilson

Labor

Los Angeles/Orange Counties Building &
Construction Trades Council
Los Angeles County Federation of Labor
International Brotherhood of Electrical Workers
Local 11
International Union of Operating Engineers Local 12
Ironworkers Local 416
National Association of Broadcast Employees &
Technicians- Communication Workers of
America Local 53
Service Employees International Union Local 721
Southwest Regional Council of Carpenters
Teamsters Local 396

Education

Los Angeles Unified School District, Board of
Education
Los Angeles Community College District

Environmental

Los Angeles League of Conservation Voters
Global Green USA
Climate Resolve
River LA
TreePeople

Transportation Advocacy

Move LA
Bike San Gabriel Valley
Fixing Angelenos Stuck in Traffic (FAST)
Investing in Place
Jobs to Move America
Los Angeles County Bicycle Coalition
Southern California Transit Advocates
The Transit Coalition

Community

AARP California
Justice in Aging
Communities Actively Living Independent &
Free (CALIF)
Independent Living Center of Southern
California
Southern California Resource Center for
Independent Living
Westside Center for Independent Living

American Institute of Architects – LA
American Planning Association - LA

East Area Progressive Democrats
Stonewall Democratic Club
Los Angeles Neighborhood Initiative (LANI)
LA Voice

Endorse on-line at www.MoveLA.org/endorse Move LA, 634 So. Spring St., #818, LA 90014, (310) 310-2390
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