

**Gateway Cities COG  
Position on MTA sales tax measure m**

Presentation to the Long Beach City Council  
Study Session September 20, 2016 by  
Signal Hill Councilmember **Larry Forester**

The November 8, 2016 ballot proposition will read:

**Los Angeles County Traffic Improvement Plan.**

To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; earthquake retrofit bridges, synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a ½-cent sales tax and continue the existing ½-cent traffic relief tax until voters decide to end it, with independent audits/oversight and funds controlled locally?

YES

NO

## Gateway Cities COG Opposition to Measure M

- The Gateway Cities COG voted to oppose Measure M on July 6, 2016
- The Gateway COG voted to oppose Measure M as this new Measure did not give Measure R project initiatives first priority for new tax revenues, assuring that 2nd and 3rd decade Measure R projects are completed.
- The MTA initiated a modeling process, utilizing performance metrics, that places well-defined projects with analysis in competition with new projects with assigned attributes.
- This modeling exercise has resulted in a reordering or resequencing of projects. This new implementation schedule has not proven to be advantageous to the Gateway Cities.

## Measure M Allocation by Mode

Transit Operations & Maintenance	Metro Rail Operations	4%
	Transit Operations (MTA and Municipal Operators)	20%
	ADA Paratransit Discounts Seniors/Students	2%
Transit Capital First/Last Mile	Transit Construction (Includes System Connectivity Projects: Airports, Union Station Countywide BRT)	35%
	Metro State of Good Repair	2%
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (Includes System Connectivity Projects: Airports, Highway Congestion Programs, Goods Movement)	17%
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%
Local Return/Regional Rail	Local Return - Base	17%
	Local Return -- (FY 2040)	20%
	Regional Rail -- Base	1%
	Regional Rail - (FY 2040)	2%
Administration		0.5%

## Opposition Continued -

- This reconsideration has resulted in multi-modal projects that would benefit the Gateway Cities being leapfrogged by higher profile projects in more affluent areas. These projects are also being given priority access to federal funding. That is simply not geographically equitable, nor is it fair to our residents who will be funding these projects for decades before they truly benefit.

## GCCOG Projects

- Under Measure M, improvements to the I-5, I-405, I-605 and I-710 freeways won't be completed for 30 to 40 years.
- Despite recent offers of commitment to work with our region from Mayor Garcetti to each of our cities, these offers do not appear to have the ability to override or amend the language in Measure M. While we trust these offers may be made in good faith they do not appear to have any legal enforceability or assurance that projects in our region will receive anything beyond the current priority in Measure M

## Local Return

- The City of Signal Hill and other cities such as Commerce, El Segundo, La Mirada, and Industry pay a disproportionate amount of tax with very little return based upon their low residential populations.
- Cities asked that other formulas be considered; this did not happen leaving population as the sole determinant for Local Return allocations.
- MTA is stating that the term population is flexible.

## Gateway Cities Initiatives that Impact the City of Long Beach

- I-710 South Corridor Project – This project begins in Long Beach, the Shoemaker Bridge project is a priority for this funding.
- I-605 Hot Spots includes projects that impact Long Beach
- Prioritization of Wardlow Grade Separation for MTA's State of Good Repair
- Studies will be completed to evaluate a Green Line connection to the Blue Line.

## General Program Benefit

- Local Return – \$25 million per year
- Long Beach Transit is allocated a portion of the Transit Operations 20%
- Long Beach can access Complete Streets and Active Transportation funding

QUESTIONS?