



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

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2nd REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2016
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2016

SUBJECT: LONG RANGE TRANSPORTATION PLAN - POTENTIAL BALLOT MEASURE

ACTION: APPROVE PROPOSED LOS ANGELES COUNTY TRAFFIC IMPROVEMENT PLAN ORDINANCE

RECOMMENDATION

CONSIDER:

- A. ADOPTING the **Ordinance, including Expenditure Plan**, to implement Los Angeles County's Traffic Improvement Plan through a transportation sales tax measure;
- B. ADOPTING the Resolution requesting the Los Angeles County Board of Supervisors place the Ordinance on the ballot with specific ballot language for the November 8, 2016 countywide general election; and
- C. AMENDING the Fiscal Year (FY) 2017 budget to add \$10.9 million to fund election related and public information costs.

ISSUE

At the March 2016 Metro Board meeting, a Draft Potential Ballot Measure Expenditure Plan for a countywide transportation sales tax measure, as well as an ordinance outline and outreach plan, were presented. The outreach plan was a roadmap to educate the public about the draft Expenditure Plan and provide opportunities for public input, with engagement of three main community segments: the public, key stakeholders, and the media. The process included community meetings, briefings for elected officials, press conferences, online outreach, town hall meetings and more. The input was compiled and is presented separately this month in a report entitled "Potential Ballot Measure Public Input and Polling Results" (on the Planning and Programming and Executive Management Committee agendas). One of the top themes that emerged during the public input process and public poll is to provide accessible, convenient and affordable transit for seniors, students and the disabled. While Metro has identified a new dedicated funding stream for this area, this funding can be increased in the future. As the agency evaluates the whole plan in the future, the Metro Board has

the latitude to use funding from Transit Operations or Rail Operations areas for programs that serve seniors, students and the disabled based on growing need.

The Metro Board of Directors approved the release of the draft Plan for public review, and, if it is to be placed on the November 2016 ballot, must now adopt the Los Angeles County Traffic Improvement Plan Ordinance (Attachment A), including the Expenditure Plan, as well as the Resolution calling for an election (Attachment B). The June 2016 Metro Board of Directors Meeting is the last opportunity to approve these documents at a regularly scheduled Board Meeting to comply with the November 8, 2016 general election filing deadlines. Additionally, if the Metro Board of Directors adopts the Ordinance and the Resolution, the projected costs related to the election will need to be added to the FY 2017 Budget, as they are not currently included.

DISCUSSION

Background

The purpose of the Ordinance is to impose an additional one-half percent sales tax on July 1, 2017 and to replace the one-half percent sales tax originally authorized by Measure R after it expires on June 30, 2039. Such a combined sales tax measure is authorized by SB 767 (de León), which was passed on September 15, 2015, and signed by the Governor on October 7, 2015. The authorizing legislation requires that an expenditure plan be developed using a transparent process, including the most recent cost estimates. That Expenditure Plan is Attachment A to the Ordinance (attached to this report as Attachment A). The resolution (Attachment B) requests that the Los Angeles County Board of Supervisors place the sales tax on the November 2016 ballot. The resolution is a requirement to include Metro's special election ballot item with the countywide November 2016 general election.

Ordinance

The Ordinance is a statutory requirement developed to ensure integrity, stewardship, fiscal responsibility, accountability, and transparency for the Expenditure Plan. Modeled after Measure R, the Ordinance addresses changes to deal with improved oversight, a new program structure, no expiration provisions, and other lessons learned. The new program structure has four subfunds that are broadly the same as Measure R, with nine sub-categories. New categories in this Measure are: Metro State of Good Repair; Americans with Disabilities Act (ADA) Paratransit for the Disabled and Metro Discounts for Seniors and Students; and Active Transportation. Guidelines are required to be developed between November 2016 and July 2017.

3% Local Contribution

The Ordinance also includes new provisions for the 3% local contribution to major transit capital projects. The rationale for the contribution is that local communities with a station receive a special benefit due to the direct transit service that is above and beyond the project's benefit to the County as a whole. Due to Metro's inability to consistently enforce the 3% contribution to the projects in the Measure R structure, there has been difficulty in securing federal funding without increased assurances. The Ordinance includes provisions that allow development of a mutual agreement between a jurisdiction and Metro. The agreements shall be in accordance with guidelines adopted by

the Board. These guidelines will include provisions that allow for local jurisdictions to meet all or a portion of their 3% local contributions through investments in active transportation and first/last mile investments that are included in the Project scopes, consistent with station area plans jointly developed by Metro and affected jurisdictions. The Ordinance will seek the ability to withhold up to 15 years of local return funds from this new measure only for local agencies that fail to reach a timely agreement with Metro on their 3% contribution. Local return funds from Proposition A, Proposition C, and Measure R are not subject to withholding. As defined in the Ordinance, the local funding contribution shall be paid by each incorporated city, and the County of Los Angeles for those projects in unincorporated areas, based upon the percent of the project's total centerline track miles to be constructed within that jurisdiction's borders if one or more stations are to be constructed within the borders of that jurisdiction. In some cases, principally in smaller cities, the default withholding of 15 years of local return from only this new measure will be less than a formal 3% contribution. In these cases, the cities involved can elect to default with no other impact, thereby lowering their contribution to less than 3%.

The 3% local funding contribution represents up to \$830 million in funding outside of the direct sales tax revenues critical to support the accelerated project delivery schedules and geographic equity identified in the Final Expenditure Plan. Absent the 3% local funding contribution, projects may have to be delayed until other Long Range Transportation Plan (LRTP) identified revenues are available. This could create regional inequity and subsequently require the increased use of LRTP identified funds in subregions beyond those captured in the optimal subregional targets. An agreement approved by both Metro and the governing board of the jurisdiction shall specify the total project cost as determined at the conclusion of preliminary engineering (30% plans), the amount to be paid by the local jurisdiction, and a schedule of payments. Once approved, the amount to be paid by the local jurisdiction shall not be subject to future cost increases.

Expenditure Plan

Staff evaluated the feedback received during the review period and revised the plan where possible, with several timing adjustments when financially feasible. The revisions made to the March 24, 2016 Metro staff recommendation all originated from the Metro Board of Directors or with various stakeholder groups. The most significant changes made were to:

- Eliminate the 2057 end date to the ordinance to enable project acceleration and more local return;
- Add funding for Local Return from Metro administrative costs in FY 2018 (1%) and later in FY 2040 (3%) from capital program funding; and
- Make the 1% Regional Rail increase in FY 2040 a “shall” instead of a “may”, provided that regional rail operators meet specific performance standards pre-established by the Metro Board of Directors.

These changes were made as a response to the most frequently heard requests from stakeholders during the comment period. Eliminating the horizon end date of the Draft Potential Ballot Measure Expenditure Plan provides more funding for the plan, which can be leveraged for earlier project delivery in a fiscally responsible manner. By not limiting the tax to 40 years, less aggressive debt assumptions can be made to deliver the proposed plan. It also allows flexibility for Metro to respond to future unforeseen conditions, while properly maintaining safe and reliable infrastructure in perpetuity within Los Angeles County.

Local Return Increase

Local Return was increased by 1% of net revenues in FY 2018 and 3% of net revenues in FY 2040, for a total of 20%. These funds will be from Metro administrative funds (1%), and Transit or Highway Capital funds as determined prior to FY 2040 by the Metro Board of Directors (3%). As a consequence of a no sunset term, this increase can occur with no impacts to the schedules of current projects in the Expenditure Plan, as listed in Attachment A. This revision addresses the concerns of stakeholders who want to know how their neighborhoods will directly benefit from this measure, separate from the issues of countywide congestion relief measures. By placing 20% of the net tax measure funds into the hands of the local cities for improvements, voters will see even greater improvements to the transportation infrastructure in their own neighborhoods, such as street repair, pedestrian and bicycle facilities, and transit. These two Local Return increases (1% in FY 2018, and another 3% in FY 2040) will result in \$3.4+ billion added to local streets, roads, and transit services. Of note, Local Return is to be used to augment, not supplant, existing local revenues beings used for transportation purposes.

Acceleration

Accelerating projects was a clear desire of the public that we heard in our outreach. The elimination of the 40-Year horizon year of 2057 has the following benefits, even after accounting for the Local Return and Regional Rail revisions discussed above:

- Two Council of Government Programs valued at \$165 M in the Las Virgenes Malibu area are accelerated for geographic equity;
- 42 years of total acceleration is achieved for projects valued at \$9.4 B (2015 \$'s);
- Two new projects are added to the plan and are valued at \$3.9 B;
- Three project upgrades are included later in Plan (beyond 2060) to synch them up with the mode (LRT or HRT) used in the performance metrics evaluation; and,

The specific accelerations made possible by the revised Plan are shown in Table 1, a summary of the Expenditure Plan schedule changes:

Table 1: Summary of Expenditure Plan Schedule Changes:

Project and Planning Area		BEFORE: Draft 40-Yr. Potential Ballot Measure for Public Review (3/24/2016)		AFTER: No Sunset Potential Ballot Measure Staff Rec's (as of 6/6/2016)		Summary of Notes Below: 2 COG programs accelerated for equity; 42 yrs of acceleration, proj. value \$9.4B; 2 new projects added, value \$3.9B; and, 3 project upgrades later in Plan.
Project:	Subregion	Start	Open	Start	Open	
Las Virg./Malibu ATP etc.	LVM	FY 2018	FY 2057	FY 2018	FY 2032	FY '32 opening for geo. equity: LVM had no major projects in 1 st 15 yrs.
Las Virg./Malibu Hwy. Eff.		FY 2018	FY 2057	FY 2018	FY 2032	
Orange Line BRT Improve.	SF	FY 2024	FY 2028	FY 2019	FY 2025	5 year acceleration to optimal schedule
West Santa Ana Segment 1	GC	FY 2023	FY 2029	FY 2022	FY 2028	1 year acceleration (CEQA only helps)
Green Line Ext. to Torrance	SB	FY 2031	FY 2035	FY 2026	FY 2030	5 year acceleration in new Plan
West Santa Ana Segment 2	GC	FY 2038	FY 2047	FY 2032	FY 2041	6 year acceleration with New Starts
I-5 from I-605 to I-710	GC	FY 2041	FY 2047	FY 2036	FY 2042	5 year acceleration in new Plan
Crenshaw Northern Ext.	W	FY 2049	FY 2055	FY 2041	FY 2047	8 year acceleration in new Plan
Lincoln Blvd. BRT	W	FY 2050	FY 2054	FY 2043	FY 2047	7 year acceleration in new Plan
Green Line East to Norwalk	SC	FY 2051	FY 2057	FY 2046	FY 2052	5 year acceleration in new Plan
Gold Line Eastside Ext. 2nd	SC	Not Included in 40 Year Plan		FY 2053	FY 2057	Adds 2 nd Alignment in new Plan
High Desert Multi-Purpose Corridor - LA County Seg.	SC			FY 2063	FY 2067	Adds LA County segment to Plan
Orange to Gold BRT to LRT	SC	Perf. Model based on higher mode (LRT/HRT, not BRT)		After FY 2060		Later Conversion to Light or Heavy Rail Transit (LRT/HRT) Noted in New Plan
Vermont Corridor to HRT	SC					
Lincoln Blvd. BRT to LRT	SC					

The four technical factors influencing the summary of the Expenditure Plan Schedule Changes in Table 1 above include:

- Delivery approach (including project readiness);
- New funding availability through “no sunset”;
- Environmental review assumptions (may be expedited using CEQA); and
- Performance modeling ratings

Additional Acceleration

Additional acceleration requests for the first 50 year period were considered but were not possible due to our recommendation to fund higher Local Return and Regional Rail percentages in the Plan. In light of these requests, we are recommending that the Metro Board of Directors consider criteria for later acceleration through the decennial comprehensive assessment process, examples of which could include:

- Improved metrics compared to other projects as projects are refined and approach shovel readiness;
- Project readiness compared to stalled projects that are delayed due to funding or environmental clearance issues, for example:
 - Available local funding such as supplemental local sales tax ballot measure;
 - Available private investment when their funding assumes such P3 investment;
 - Unique qualities that attract federal funding such as access to health care and affordable housing development opportunities; and
 - Ease of property acquisition or use due to available right of way and/or municipal or Metro-owned properties.

The Ordinance does provide for schedule acceleration based upon a 2/3 vote of the Metro Board, as long as no Expenditure Plan projects or programs are delayed. A public notice is also included in the Ordinance.

Regional Rail Increase

Metro staff is also responding to concerns raised about Regional Rail funding. Specifically, we recommend that Regional Rail be increased an additional 1% in FY 2040 if Metrolink meets the performance criteria to be established by the Metro Board of Directors. These funds will be available to improve regional rail service or for capital improvement and state of good repair purposes.

Technical Corrections

Other changes from the Draft Expenditure Plan issued in March 2016 include the funding composition of the South Bay Green Line Extension, the I-105 Express Lanes and the BRT Connector Orange/Red to Gold Line. The South Bay Greenline Extension, when coupled with its Measure R funding, was over-funded. The I-105 Express Lanes project was funded using South Bay resources in non-South Bay subregions. We corrected for these two problems and refund \$293.5 million to the Transportation System and Mobility Improvement project in the South Bay area, as shown in Table 1.

The Bus Rapid Transit (BRT) Orange/Red to Gold Line was split 50%/50% between the San Fernando Valley and the Arroyo Verdugo areas but the correct split was 10%/90% respectively. We corrected that problem through a project reallocation exchange between the two areas. This created

a new project addition for the San Fernando Valley Subregion, entitled San Fernando Valley Transportation Improvements, which includes eligible funding for the North San Fernando Valley BRT and soundwalls in the Tujunga, Sunland, Shadow Hills, and Lake View Terrace. SR 71 was to be phased into two parts, but is now combined into one phase, should the ballot measure pass. On I-710 South, we no longer phase the project north and south, but rather by early action versus later action based on project need and we changed a funding reference to “alternative revenue sources” instead of “goods movement fees”.

In order to expedite overall environmental requirements, and thereby ensure eligibility for future federal funding participation, the West Santa Ana project needs to be listed as a single project, as opposed to phases. Measure M cash flow requirements can be expedited by public-private partnership. This technical correction is reflected in Attachment A.

Staff also clarifies that the Gold Line Eastside First Alignment is to be one alignment selected through the current environmental processes. The second alignment is added later in the plan and will require separate environmental clearances at the appropriate time.

Finally, staff clarifies in Attachment A that all years are “fiscal year” not “calendar year.” Accordingly, per Board approved Motion 18 from Director Knabe, the Airport Metro Connector Project available funding is adjusted to reflect the current project schedule on a calendar year basis.

Oversight

The Ordinance requires an Independent Taxpayer Oversight Committee to provide an enhanced level of accountability for expenditures. The committee will be comprised of seven members with backgrounds in finance, construction, design, the judicial system, transit operations or labor practices, and government spending. The committee will meet to provide a quarterly funds review, an annual audit review, and a comprehensive five year program review to ensure that the planned purposes for the Ordinance are properly administered.

The Ordinance also includes a provision requiring comprehensive assessment by the Metro Board of Directors once every ten years, starting in FY 2027. The oversight committee shall review and provide input to the analysis, which will be adopted by the Metro Board.

Future

The proposed ten year comprehensive assessment will look forward at projects not yet completed, and, later in the plan period, at which projects or programs can be added. Any additions to the Expenditure Plan by the Metro Board of Directors would be through this decennial process, and could not delay any projects already included in the plan. Any cost savings from any completed subregional projects or programs will be returned to the appropriate geographic subregion or system connectivity program, to maintain equity, and may also be reallocated through this process. A description of the system connectivity program is included in Attachment C.

DETERMINATION OF SAFETY IMPACT

Adopting the Ordinance and the Resolution, and amending the budget for related costs will not have any adverse safety impacts on employees and patrons. A successful ballot measure will improve Metro's ability to provide expanded service, as well as better maintain its assets, improving safety for employees, patrons, and the public in general throughout the County.

FINANCIAL IMPACT

The financial impact of the staff recommendation is limited to the costs of placing the measure on the ballot and funding the related voter information costs. The FY 2017 budget will be amended adding \$10.9 million.

Approval of the ballot measure by the voters of Los Angeles County would increase the agency's revenues by a projected \$120+ billion between FY 2018 and FY 2057. These revenues would be used to fund the projects and programs described in the Expenditure Plan in Attachment B.

Impact to Budget

The additional cost to the FY 2017 Metro Budget for this Ordinance is approximately \$10.9 million. The election costs include \$8.4 million, estimated by the County Registrar as the fee for placing the based measure on the ballot, which should be added to the 1010 cost center (the Board Office) in the New Sales Tax Initiative project/task number 405201/01.01. The remaining \$2.5 million should be added to the Communications Executive Office cost center 7010, in the same project/task numbers (405201/01.01), for information costs.

The proposed source of funds for this action is a combination of Measure R administration and general funds based on availability. These funds are available for use on transportation projects.

ALTERNATIVES CONSIDERED

The proposed sales tax measure is a way to implement a more robust transportation system that will better enable the County to keep pace with the population and employment growth. One option considered is to not move forward with a sales tax measure, to avoid the related costs. However, through the "bottoms-up" approach used to develop the Plan, and the subsequent outreach and review process, Metro has repeatedly heard that this type of transportation funding is essential to meet the transportation demands of the region.

In March 2016, the Board was presented with a 40-year draft expenditure plan. It was determined that only an indefinite ballot measure could provide the type of desired transportation solutions indicated by the stakeholder comments. To that end, Metro staff recommends leaving the termination of the proposed ballot measure up to future voters, with no specified sunset date. This recommendation creates a sustainable financial source for maximum early project delivery, increased fiscal responsibility, more local return, more State of Good Repair, saves taxpayer money through reduced debt risk, and provides for the ability to tackle the transportation infrastructure challenges of tomorrow, not just today, but once and for all.

Response to a Tabled Metro Board of Director Motion from March 2016

In response to a motion made by Directors Butts, Knabe and DuBois at the March 24, 2016 Metro Board of Directors meeting that was tabled, Metro staff has analyzed the impact of accelerating the delivery of all Measure R transit and highway program. Foundational to this analysis is the parameter that the Board's December 2, 2015 directive to staff remain unchanged and intact, that is-- High performing projects are accelerated, in the project sequencing of the measure, ***but only to the extent that other existing LRTP projects are not delayed from their current LRTP funding schedules.*** Thus, the alternative Potential Ballot Measure scenario proposal would entail the following elements:

- High performing projects would "...not be allowed to 'cut in line' ahead of projects already promised in Measure R."
- A subset of "all Measure R Transit projects" would therefore have to be accelerated in order to be sequenced "on par" with the high performing projects (as compared to keeping their original LRTP schedule); and
- Completion of "critical goods movement projects in the Measure R Highway Program - including completion of the I-710 South Improvements by 2032".

The results of our analysis show that this scenario would introduce an unsurmountable level of risk into the Potential Ballot Measure Expenditure Plan (the Plan). Specifically:

- An immediate and unsurmountable capital program deficit would exist starting in FY 2021;
- The deficit would rapidly climb to more than \$11 billion by 2025 and peak at more than \$20 billion in FY 2030;
 - If the SR-710 North project were to be included in the critical goods movement projects from Measure R, the deficit peaks at \$25 billion by FY 2030;
 - These deficit figures do not include the more than \$1.25 billion in annual debt service, making the cumulative challenge far worse; and,
- Attempting the aggressive borrowing to close these gaps would impact our transit operations

so severely that even extensive service cuts would not close the gaps.

Such a programmatic outcome is untenable and not recommended.

NEXT STEPS

Attachment D, Metro's Plan to Ease Traffic, will be used to summarize the staff recommendation for the Expenditure Plan. If approved, Metro Staff will submit the resolution, the proposed ballot measure, and the back-up documentation to the Offices of the Los Angeles County Registrar-Recorder/County Clerk and County Board of Supervisors by the August 12, 2016 deadline, per the Schedule to Inclusion on the Ballot (Attachment E). The letter "M" will be requested as the designation by the August 17, 2016 deadline, with "E" and "T" as alternatives. Following letter selection, the public information materials on the proposed measure will be finalized and sent out to all Los Angeles County registered voters. Staff will continue to provide support and information as needed, including the Updated Major Capital Project Descriptions found in Attachment F.

Additionally, the CEO will return to the Metro Board of Directors to present the agency's Program Management Plan in October 2016 outlining how Metro Staff plans to manage the proposed program.

ATTACHMENTS

Attachment A - Ordinance and Expenditure Plan

Attachment B - Resolution

Attachment C - System Connectivity

Attachment D - Presentation (Under Separate Cover)

Attachment E - Schedule to Inclusion on Ballot

Attachment F - Updated Major Capital Project Descriptions

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Approved by: Phillip A. Washington, Chief Executive Officer



Phillip A. Washington
Chief Executive Officer

**RESOLUTION CALLING SPECIAL ELECTION ON AN ORDINANCE
PROPOSING AN ADDITIONAL RETAIL TRANSACTIONS AND USE TAX AND
EXTENSION OF AN EXISTING RETAIL TRANSACTIONS AND USE TAX FOR
TRANSPORTATION PURPOSES TO BE SUBMITTED TO THE VOTERS OF
THE COUNTY AT THE SPECIAL ELECTION AND REQUESTING THE
CONSOLIDATION OF THE SPECIAL ELECTION WITH THE NOVEMBER
GENERAL ELECTION**

WHEREAS, on June 23, 2016, the Los Angeles County Metropolitan Transportation Authority ("Metro") ordered that a proposed ordinance to add an additional ½ cent sales tax and to extend the existing traffic relief sales tax to fund a Los Angeles County Traffic Improvement Plan, be submitted to the voters of Los Angeles County at a special election on November 8, 2016; and

BE IT RESOLVED by Metro that, pursuant to Section 130350 of the California Public Utilities Code, a special election is hereby ordered and called to be held on Tuesday, November 8, 2016, and that the following Proposition be submitted to the electors of the County of Los Angeles at the special election.

BE IT FURTHER RESOLVED that Metro requests that the Board of Supervisors of the County of Los Angeles, State of California, consolidate the special election with the November General Election and place the Proposition upon the same ballot as shall be provided for the General Election to be held on the 8th day of November 2016, and, that the same precincts, polling places, and precinct board members as shall be used for the General Election shall be used for the Special Election pursuant to California Elections Code Sections 10400 et seq.

BALLOT PROPOSITION

The exact form of the Proposition as it is to appear on the ballot is as follows:

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 ¢ sales tax and continue the existing ½ ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and all funds controlled locally?	YES
	NO

EXHIBIT ATTACHMENTS

The complete text of the proposed ordinance, including Attachment A, entitled “Expenditure Plan,” and Attachment B, ~~the map~~ entitled “Subregional Maps,” is attached as Exhibit 1. ~~Attachment B~~. These documents are incorporated herein by reference.

PROCLAMATION

Pursuant to Section 12001 of the California Elections Code, Metro hereby PROCLAIMS that a special County-wide election shall be held on November 8, 2016, to vote upon the Proposition set forth in this resolution. Pursuant to Section 14212 of the California Elections Code, the polls shall be open for said election from 7:00 a.m. to 8:00 p.m. The Los Angeles County Registrar-Recorder shall cause this proclamation to be published in a daily newspaper of general circulation, printed, published, and circulated in Los Angeles County, at least one (1) time before the 8th day of November, 2016, pursuant to Section 130351 of the California Public Utilities Code and Section 9163 of the California Elections Code.

1 FILING RESOLUTION

2 The Chief Executive Officer of Metro, or his designee, is ordered to file a copy of this
3 resolution with the Clerk of the Los Angeles County Board of Supervisors and the Los
4 Angeles County Registrar-Recorder/County Clerk at least eighty-eight (88) days prior to the
5 date of the election.
6

7 ANALYSIS OF ORDINANCE

8 The County Counsel of the County of Los Angeles is hereby requested to prepare an
9 analysis of said ordinance pursuant to Section 130351 of the California Public Utilities Code
10 and Section 9160 of the California Elections Code.
11

12 CEQA EXEMPTION

13 The California Environmental Quality Act does not apply to this tax proposal, according
14 to Section 21080(b)(8) and (10) through (13) of the California Public Resources Code, and
15 Sections 15273, 15275, 15276 and 15378(b)(4) of Title 14 of the California Code of
16 Regulations.

17 This tax is proposed for the purpose of (1) meeting operating expenses; purchasing or
18 leasing supplies, equipment or materials; meeting financial reserve requirements; obtaining
19 funds for capital projects necessary to maintain service within existing service areas; (2)
20 increasing funds for the existing public transit service programs; (3) instituting or increasing
21 passenger or commuter services on rail or highway rights of way already in use and/or (4)
22 the continued development of a regional transportation improvement program.

23 Metro hereby finds that the purpose of this tax includes supplementing existing tax
24 revenues to meet a demonstrated shortfall due to decreasing federal funding and
25 increasing transportation costs needed to complete the Los Angeles County transportation
26 system as set forth in the Regional Transportation Improvement Program, which is
27 incorporated herein by reference, including funding to meet operating expenses, purchase
28 or lease of equipment or materials, meet financial reserve needs and requirements and to
29 obtain funds for capital projects necessary to maintain service within existing service areas
30 and to assist in meeting stricter air quality standards and accessibility requirements.

31 The Chief Executive Officer of Metro, or his designee, is directed to promptly file a
32 Notice of Exemption under the California Environmental Quality Act.
33
34

1 ELECTION/REGISTRAR-RECORDER

2 Metro staff is hereby instructed to cooperate with the Los Angeles County Registrar-
3 Recorder and to perform or cause to be performed such functions preliminary to the conduct
4 of the special election as may be agreed upon with the Registrar-Recorder.

5 Pursuant to Section 130351 of the California Public Utilities Code, the cost incurred by
6 Los Angeles County in conducting the special election shall be reimbursed by Metro.

7 The Los Angeles County Board of Supervisors is hereby authorized to canvass the
8 returns of the special election requested herein to be consolidated with the November 2016
9 general election.

10 Pursuant to Section 130350 of the California Public Utilities Code, the vote
11 requirement for the Proposition shall be an affirmative vote of two-thirds (2/3) of the votes
12 cast on the Proposition.

13
14 ARGUMENTS

15 Metro hereby authorizes the Chairman of the Board of Directors of Metro to file a
16 written argument in support of the Proposition and the rebuttal argument.

17
18 REQUEST FOR LETTER IDENTIFYING PROPOSITION

19 Metro hereby requests that the Registrar-Recorder identify the Proposition as
20 "Proposition M." In the event that the letter "M" is not available, Metro requests that the
21 Registrar-Recorder identify the Proposition as "Proposition E." In the event that neither the
22 letter "M" nor the letter "E" is available, Metro requests that the Registrar-Recorder identify
23 the Proposition as "Proposition T." In the event that none of the above letters are available,
24 Metro hereby authorizes the Chief Executive Officer, or his designee, to select a letter
25 identifying the Proposition.

26
27 BALLOT PAMPHLET ATTACHMENTS

28 Metro hereby authorizes the Chief Executive Officer, or his designee, to submit any
29 attachments he deems necessary, including Attachments A and B of this resolution, or
30 excerpts thereof, to the Registrar-Recorder for inclusion in the ballot pamphlet.

31
32 NOTICE OF ELECTION

33 Upon receipt from the Registrar-Recorder of the published notice of election, the Chief
34 Executive Officer, or his designee, shall post the notice of election in a publicly available

1 location in the Metro Headquarters Building located at One Gateway Plaza in the City of Los
2 Angeles, California.

3
4 WITHDRAWAL OF PROPOSITION

5 Metro hereby authorizes the Chief Executive Officer to instruct the Registrar-Recorder
6 to withdraw the Proposition from the November 8, 2016 ballot in the event that the California
7 Legislature adopts any statute that prevents the attached Ordinance from taking effect.

8
9 ENFORCEMENT AUTHORITY

10 Metro hereby authorizes the Chief Executive Officer to retain outside legal counsel to
11 take any action necessary to effectuate the purposes of this resolution, including the
12 attached Ordinance.

13
14 I certify that the foregoing resolution was adopted by a majority vote of all members of
15 the Los Angeles County Metropolitan Transportation Authority, at its meeting held on June
16 23, 2016.

17
18
19 _____
20 Michele Jackson
21 Metro Board Secretary

SCHEDULE TO INCLUSION ON BALLOT

REGISTRAR-RECORDER/ COUNTY-CLERK (RR/CC) TIMELINE

August 12, 2016 E-88	<ul style="list-style-type: none"> • Last Day to File Resolution with County Board of Supervisors requesting Measure be placed on November Ballot (Includes Ordinance) • Last Day for County Board of Supervisors to Approve Placement of Measure on Ballot • Last Day to Submit Ordinance and Resolution to RR/CC
August 17, 2016	<ul style="list-style-type: none"> • Last Day to Submit Amendments to Ballot Measure Ordinance & Resolution to RR/CC • Last Day to Submit Letter Designation Request to RR/CC
August 19, 2016 (est.)	Last Day to Submit to RR/CC Arguments for Ballot Measure
Aug. 20 - Aug. 29, 2016	First 10-Calendar Day Public Examination Period (Period of public review to challenge the ballot measure text, ballot measure label, arguments, and impartial analysis.)
August 29, 2016	Last Day to Submit to RR/CC Rebuttals to Arguments Against Ballot Measure
Aug. 30 – Sept. 8, 2016	Second 10-Calendar Day Public Examination Period (Period of public review to challenge rebuttals. Depending on the number of measures on the ballot, RR/CC may decide to have the impartial analysis reviewable in the second period instead of the first.)
Sept. 29 – Oct. 18, 2016	Sample Ballot Booklets and State Ballot Pamphlets Mailed to Each Voter
Oct. 10 – Nov. 1, 2016	First and Last Day of Vote by Mail Period
Nov. 8, 2016	General Election

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1 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
2 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
3 Metropolitan Transportation Authority (Measure R).

4 5 SECTION 3. DEFINITIONS

6 The following terms, whenever used in this Ordinance, shall have the meanings set forth below:

7 "Active Transportation" means projects that encourage, promote, or facilitate
8 environments that promote walking, bicycling, rolling modes, or transit use.

9 "ADA Paratransit" means paratransit service for the disabled as provided for by the
10 Americans with Disabilities Act (42 U.S.C. § 12101 et seq.).

11 "Board of Equalization" means the California State Board of Equalization.

12 "Capital" means any project or program described in Attachment A that qualifies as a
13 capital improvement expenditure.

14 "Capital Improvement Expenditures" means expenditures for the purpose of acquiring,
15 upgrading, or maintaining transportation physical assets such as property, transportation
16 facilities, rail improvements, highways, or equipment, so long as any such expenditures for
17 maintenance substantially extend the useful life of the project. This also includes any physical
18 improvement and any preliminary studies, design, or surveys relative thereto, including, but
19 not limited to, any property of a permanent nature, and equipment needed in connection with
20 such improvements.

21 "Complete Streets" means a comprehensive, integrated transportation network with
22 infrastructure and design that allows safe and convenient travel along and across streets for
23 all users, including pedestrians, users and operators of public transit, bicyclists, persons with
24 disabilities, seniors, children, motorists, users of green modes, and movers of commercial
25 goods.

26 "Expected Opening Date" means the date that a project is expected to be open for use
27 by the public, which is expressed as the first year of a three-year range. With respect to
28 programs, the expected opening date is the last year in which funds are anticipated to be
29 made available for use on the projects that comprise the program.

30 "Expenditure Plan" means that expenditure plan which is attached hereto as
31 Attachment A.

32 "First/Last Mile" means infrastructure, systems, and modes of travel used by transit
33 riders to start or end their transit trips. This includes but is not limited to infrastructure for
34 walking, rolling, and biking (e.g. bike lanes, bike parking, sidewalks, and crosswalks), shared

1 use services (e.g. bike share and car share), facilities for making modal connections (e.g. kiss
2 and ride and bus/rail interface), signage and way-finding, and information and technology that
3 eases travel (e.g. information kiosks and mobile apps).

4 “Green Streets” means urban transportation rights-of-way integrated with storm water
5 treatment techniques that use natural processes and landscaping and ~~that~~ quantitatively
6 demonstrate that they capture and treat storm water runoff from their tributary watershed
7 through infiltration or other means and are included within the respective Enhanced
8 Watershed Management Plan.

9 “Gross Sales Tax” means the amount of Sales Tax collected by the Board of
10 Equalization pursuant to this Ordinance.

11 “Groundbreaking Start Date” means the first year of a three-year period by which the
12 applicable project sponsor is expected to award a construction contract enabling the
13 beginning of construction. In alternative project delivery methods, such as design-build and
14 public-private partnership contracts, it means the start of the actual construction phase or
15 phases of the project.

16 “Highway Construction” means a capital only project or program that includes all
17 environmental, design, and construction work in public highway and street rights-of-way. This
18 includes ~~e~~Complete ~~s~~Streets, ~~g~~Green ~~s~~Streets, and active transportation improvements such as
19 bikeways and pedestrian improvements.

20 “Interest” means interest and other earnings on cash balances.

21 “Local Return” means funds returned to the cities ~~in~~ within Los Angeles and Los
22 Angeles County, based on population, for eligible transportation-related uses as defined by
23 the Local Return Guidelines to be developed in coordination with ~~the~~ such cities and Los
24 Angeles County and adopted by the Metro Board of Directors. Funds will be eligible for
25 communities’ transportation needs, including transit, streets and roads, storm drains, Green
26 Streets, Active Transportation Projects, Complete Streets, public transit access to recreational
27 facilities, Transit Oriented Community Investments, and other unmet transit needs.

28 “Measure R” means Ordinance No. 08-01, including the attached expenditure plan, of
29 the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board
30 of Directors on July 24, 2008.

31 “Measure R Projects” means those projects and programs identified in the expenditure
32 plan attached to Ordinance No. 08-01.

33 “Metro” means the Los Angeles County Metropolitan Transportation Authority or any
34 successor entity.

“Metro Rail Operations” means service delivery for operating and regular and preventative maintenance for Metro Rail Lines as defined in guidelines adopted by the Metro Board of Directors, as well as Metro State of Good Repair.

“Metro State of Good Repair” means the repair, rehabilitation, and replacement required to maintain reliable, safe, effective, and efficient rail transit services.

“Multi-Year Subregional Programs” means multiple capital projects defined by guidelines adopted pursuant to Section 7(c).

“Net Revenues” means Sales Tax Revenues minus any amount expended on administrative costs pursuant to Section 10.

“Regional Rail” means regional commuter rail service within Los Angeles County, including operating, maintenance, expansion, and state of good repair.

“Sales Tax” means a retail transactions and use tax.

“Sales Tax Revenues” means the Gross Sales Tax minus any refunds and any fees imposed by the Board of Equalization for the performance of functions incident to the administration and operation of this Ordinance.

“Schedule of Funds Available” means the anticipated schedule for releasing funds to complete projects included in the Expenditure Plan.

“Subregion” means “subregional planning area” as shown by the boundaries in “Subregional Maps” attached hereto as Attachment B.

“Transit Construction” means a capital only project or program including environmental, design, and construction work in public transit rights-of-way or in support of the capital needs of the public transit system, such as rolling stock, transit stations, or transit stop improvements. Transit construction can also include first/last mile improvements.

“Transit Operations” means countywide transit service operated by Metro and the Included and Eligible Municipal Operators receiving funds allocated through a Board-adopted Formula Allocation Procedure (FAP).

SECTION 4. STATUTORY AUTHORITY

This Ordinance is enacted, in part, pursuant to:

a. Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code; and

b. Division 12 (commencing with Section 130000) of the California Public Utilities Code.

1 SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

2 a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the
3 incorporated and unincorporated territory of Los Angeles County, a Transactions and Use tax
4 at the rate of one-half of one percent (.5%) beginning on the first day of the first calendar
5 quarter commencing not less than 180 days after the adoption of this Ordinance by the voters.
6 The rate of this tax shall increase to one percent (1.0%) on July 1, 2039 immediately upon the
7 expiration of the .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County
8 Metropolitan Transportation Authority (Measure R).

9 b. This Transactions and Use tax shall be in addition to any other taxes
10 authorized by law, including any existing or future state or local Transactions and Use tax.
11 The imposition, administration, and collection of the tax shall be in accordance with all
12 applicable statutes, laws, and rules and regulations prescribed and adopted by the Board of
13 Equalization.

14 c. Pursuant to Section 130350.7(h) of the Public Utilities Code, the tax rate
15 authorized by this section shall not be considered for purposes of the combined rate limit
16 established by Section 7251.1 of the Revenue and Taxation Code.

17 d. Pursuant to the provisions of Section 7262.2 of the Revenue and Taxation
18 Code, the required provisions of Sections 7261 and 7262 of that Code as now in effect or as
19 later amended are adopted by reference in this Ordinance.

20 e. This Ordinance incorporates provisions identical to those of the Sales and Use
21 Tax Law of the State of California insofar as those provisions are not inconsistent with the
22 requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation
23 Code.

24 f. The Transactions and Use tax shall be administered and collected by the
25 Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the
26 least possible deviation from, the existing statutory and administrative procedures followed by
27 the Board of Equalization in administering and collecting the California State Sales and Use
28 Taxes.

29 g. This Transactions and Use tax shall be administered in a manner that will be,
30 to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the
31 Revenue and Taxation Code, minimizes the cost of collecting the transactions and use taxes,
32 and at the same time, minimizes the burden of record keeping upon persons subject to
33 taxation under the provisions of this Ordinance.

1 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

2 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall contract with
3 the Board of Equalization to perform all functions incident to the administration and operation of
4 this Ordinance; provided, that if Metro shall not have contracted with the Board of Equalization
5 prior to the operative date, it shall nevertheless so contract and in such a case the operative
6 date shall be the first day of the first calendar quarter following the execution of such a contract.

7 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal
8 property at retail, a tax is hereby imposed upon all retailers in the incorporated and
9 unincorporated territory of Los Angeles County at the rate of one half of one percent (.5%) of the
10 gross receipts of any retailer from the sale of all tangible personal property sold at retail in said
11 territory on and after the operative date of this Ordinance. The rate of this tax shall increase to
12 one percent (1.0%) of the gross receipts on July 1, 2039 immediately upon the expiration of the
13 .5% tax imposed by Ordinance No. 08-01 of the Los Angeles County Metropolitan
14 Transportation Authority (Measure R).

15 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are
16 consummated at the place of business of the retailer unless the tangible personal property sold
17 is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for
18 delivery to an out-of-state destination. The gross receipts from such sales shall include delivery
19 charges, when such charges are subject to the state sales and use tax, regardless of the place
20 to which delivery is made. In the event a retailer has no permanent place of business in the
21 State or has more than one place of business, the place or places at which the retail sales are
22 consummated shall be determined under rules and regulations to be prescribed and adopted by
23 the Board of Equalization.

24 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use, or other
25 consumption in Los Angeles County of tangible personal property purchased from any retailer
26 on and after the operative date of this Ordinance for storage, use, or other consumption in Los
27 Angeles County at the rate of one half of one percent (.5%) of the sales price of the property.
28 The rate of this tax shall increase to one percent (1.0%) of the sales price of the property on
29 July 1, 2039 immediately upon the expiration of the .5% tax imposed by Ordinance No. 08-01 of
30 the Los Angeles County Metropolitan Transportation Authority (Measure R). The sales price
31 shall include delivery charges when such charges are subject to state sales or use tax
32 regardless of the place to which delivery is made.

33 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in
34 this Ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of

1 Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with
2 Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a
3 part of this Ordinance as though fully set forth herein.

4 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE
5 TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

6 1. Wherever the State of California is named or referred to as the taxing
7 agency, the name of Metro shall be substituted therefor. However, the substitution shall not be
8 made when:

9 A. The word "State" is used as a part of the title of the State
10 Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board
11 of Equalization, State Treasury, or the Constitution of the State of California;

12 B. The result of that substitution would require action to be taken by
13 or against Metro or any agency, officer, or employee thereof rather than by or against the Board
14 of Equalization, in performing the functions incident to the administration or operation of this
15 Ordinance.

16 C. In those sections, including, but not necessarily limited to sections
17 referring to the exterior boundaries of the State of California, where the result of the substitution
18 would be to:

19 i. Provide an exemption from this Sales Tax with respect to
20 certain sales, storage, use, or other consumption of tangible personal property which would not
21 otherwise be exempt from this Sales Tax while such sales, storage, use, or other consumption
22 remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue
23 and Taxation Code; or

24 ii. Impose this Sales Tax with respect to certain sales,
25 storage, use, or other consumption of tangible personal property that would not be subject to
26 this Sales Tax by the state under the said provision of that code.

27 D. In Sections 6701, 6702 (except in the last sentence thereof),
28 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.

29 2. The phrase "Los Angeles County" shall be substituted for the words "this
30 state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the
31 definition of that phrase in Section 6203 of the Revenue and Taxation Code.

32 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer
33 under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall
34 not be required by this Ordinance.

1 h. EXEMPTIONS AND EXCLUSIONS.

2 1. There shall be excluded from the measure of the transactions tax and the
3 use tax the amount of any sales tax or use tax imposed by the State of California or by any city,
4 city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law
5 or the amount of any state-administered transactions or use tax.

6 2. There are exempted from the computation of the amount of transactions
7 tax the gross receipts from:

8 A. Sales of tangible personal property, other than fuel or petroleum
9 products, to operators of aircraft to be used or consumed principally outside the County in which
10 the sale is made and directly and exclusively in the use of such aircraft as common carriers of
11 persons or property under the authority of the laws of this State, the United States, or any
12 foreign government.

13 B. Sales of property to be used outside Los Angeles County which is
14 shipped to a point outside Los Angeles County, pursuant to the contract of sale, by delivery to
15 such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a
16 consignee at such point. For the purposes of this paragraph, delivery to a point outside Los
17 Angeles County shall be satisfied:

18 i. With respect to vehicles (other than commercial vehicles)
19 subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of
20 the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,
21 and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of
22 the Vehicle Code by registration to an address outside Los Angeles County and by a declaration
23 under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her
24 principal place of residence; and

25 ii. With respect to commercial vehicles, by registration to a
26 place of business outside Los Angeles County and declaration under penalty of perjury, signed
27 by the buyer, that the vehicle will be operated from that address.

28 C. The sale of tangible personal property if the seller is obligated to
29 furnish the property for a fixed price pursuant to a contract entered into prior to the operative
30 date of this Ordinance.

31 D. A lease of tangible personal property which is a continuing sale of
32 such property, for any period of time for which the lessor is obligated to lease the property for an
33 amount fixed by the lease prior to the operative date of this Ordinance.

1 E. For the purposes of subparagraphs (C) and (D) of this section, the
2 sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a
3 contract or lease for any period of time for which any party to the contract or lease has the
4 unconditional right to terminate the contract or lease upon notice, whether or not such right is
5 exercised.

6 3. There are exempted from the use tax imposed by this Ordinance, the
7 storage, use, or other consumption in Los Angeles County of tangible personal property:

8 A. The gross receipts from the sale of which have been subject to a
9 transactions tax under any state-administered transactions and use tax ordinance.

10 B. Other than fuel or petroleum products purchased by operators of
11 aircraft and used or consumed by such operators directly and exclusively in the use of such
12 aircraft as common carriers of persons or property for hire or compensation under a certificate
13 of public convenience and necessity issued pursuant to the laws of this State, the United States,
14 or any foreign government. This exemption is in addition to the exemptions provided in
15 Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

16 C. If the purchaser is obligated to purchase the property for a fixed
17 price pursuant to a contract entered into prior to the operative date of this Ordinance.

18 D. If the possession of, or the exercise of any right or power over, the
19 tangible personal property arises under a lease which is a continuing purchase of such property
20 for any period of time for which the lessee is obligated to lease the property for an amount fixed
21 by a lease prior to the operative date of this Ordinance.

22 E. For the purposes of subparagraphs (C) and (D) of this section,
23 storage, use, or other consumption, or possession of, or exercise of any right or power over,
24 tangible personal property shall be deemed not to be obligated pursuant to a contract or lease
25 for any period of time for which any party to the contract or lease has the unconditional right to
26 terminate the contract or lease upon notice, whether or not such right is exercised.

27 F. Except as provided in subparagraph (G), a retailer engaged in
28 business in Los Angeles County shall not be required to collect use tax from the purchaser of
29 tangible personal property, unless the retailer ships or delivers the property into the County or
30 participates within the County in making the sale of the property, including, but not limited to,
31 soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer
32 in County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the
33 County under the authority of the retailer.

1 G. “A retailer engaged in business in Los Angeles County” shall also
2 include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1
3 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in
4 compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered
5 under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be
6 required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or
7 aircraft at an address in Los Angeles County.

8 4. Any person subject to use tax under this Ordinance may credit against
9 that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or
10 retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and
11 Taxation Code with respect to the sale to the person of the property the storage, use, or other
12 consumption of which is subject to the use tax.

13 i. AMENDMENTS. All amendments subsequent to the effective date of this
14 Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use
15 taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and
16 Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and
17 Taxation Code, shall automatically become a part of this Ordinance, provided however, that no
18 such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

19 j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or
20 other legal or equitable process shall issue in any suit, action, or proceeding in any court
21 against the State or Metro, or against any officer of the State or Metro, to prevent or enjoin the
22 collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code,
23 of any tax or any amount of tax required to be collected.

24 25 SECTION 7. USE OF REVENUES

26 a. All Net Revenues generated from the Sales Tax imposed pursuant to this
27 Ordinance plus any Interest, less any funds necessary for satisfaction of debt service and
28 related requirements of all bonds issued and obligations incurred pursuant to this Ordinance
29 that are not satisfied out of separate allocations, shall be allocated solely for the transportation
30 purposes described in this Ordinance.

31 b. Metro shall establish and administer a sales tax revenue fund and such
32 subfunds as established in this Ordinance. All Net Revenues and Interest on Sales Tax
33 Revenues shall be credited into the sales tax revenue fund and credited to the appropriate
34 subfunds and programs in accordance with the percentages in the column entitled “% of Sales

Tax (net of Admin)” on page 1 of Attachment A. All sums in the sales tax revenue fund shall be expended by Metro for the projects and programs described in Attachment A. Metro may expend additional funds from sources other than the Sales Tax imposed pursuant to this Ordinance on the projects and programs described in Attachment A.

1. Metro shall establish the following subfunds of the sales tax revenue fund:

A. Transit Operating and Maintenance Subfund, for Metro Rail Operations program funds, Transit Operations (Metro and Municipal Providers) program funds, ADA Paratransit for the disabled and Metro discounts for seniors and students program funds.

i. Metro Rail Operations program funds are eligible to be used for Metro Rail State of Good Repair.

ii. Transit Operations program funds are eligible to be used for Metro State of Good Repair.

B. Transit, First/Last Mile (Capital) Subfund, for Transit Construction (including System Connectivity Projects – Airports, Union Station, and Countywide BRT) program funds and Metro State of Good Repair program funds. This subfund shall include a Transit Contingency Subfund.

i. Transit Contingency Subfund. All Net Revenues allocated to the Transit, First/Last Mile (Capital) Subfund, except those allocated to Metro State of Good Repair, that are not assigned to a specific project or program coded “T” in the “modal code” column of Attachment A shall be credited to the Transit Contingency Subfund.

C. Highway, Active Transportation, Complete Streets (Capital) Subfund, for Highway Construction (including System Connectivity Projects – Ports, Highway Congestion Programs and Goods Movement) program funds and Metro Active Transportation (Bicycle, Pedestrian, Complete Streets) program funds. This subfund shall include a Highway Contingency Subfund.

i. Highway Contingency Subfund. All Net Revenues allocated to the Highway, Active Transportation, Complete Streets (Capital) Subfund, except those allocated to Metro Active Transportation Program, that are not assigned to a specific highway capital project or program coded “H” in the “modal code” column of Attachment A shall be credited to the Highway Contingency Subfund.

D. Local Return/Regional Rail Subfund, for Local Return program funds and Regional Rail program funds.

2. For each project identified in the “Expenditure Plan Major Projects”

1 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
2 column entitled "Measure ___ Funding 2015\$" for each project. Such expenditures shall
3 commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the
4 subsequent two fiscal years, except that expenditures for preconstruction costs may commence
5 sooner.

6 A. Metro may expend funds from the Contingency Subfunds for
7 inflation adjustments for any project identified in the "Expenditure Plan Major Projects" section
8 of Attachment A if less than two-thirds (2/3) of the amount allocated in the "Measure ___
9 Funding 2015\$" column has been expended prior to the first day of Fiscal Year 2027. Such
10 expenditures shall be deducted from the Highway Contingency Subfund if the project is coded
11 "H" in the "modal code" column of Attachment A or from the Transit Contingency Subfund if
12 the project is coded "T" in the "modal code" column of Attachment A. Such expenditures shall
13 not exceed the actual amount of inflation since 2015 as determined by an index selected by
14 the Metro Board of Directors.

15 3. For each program identified in the "Multi-Year Subregional Programs"
16 section of Attachment A, Metro shall expend the amount of Net Revenues specified in the
17 column entitled "Measure ___ Funding 2015\$" for each program. Such expenditures shall
18 commence in the fiscal year identified in the column "Groundbreaking Start Date," or in the
19 subsequent two fiscal years, except that expenditures for preconstruction costs may
20 commence sooner.

21 A. Metro may expend funds from the Contingency Subfunds for
22 inflation adjustments for any project identified in the "Multi-Year Subregional Programs"
23 section of Attachment A beginning in Fiscal Year 2027. Such expenditures shall be deducted
24 from the Highway Contingency Subfund if the project is coded "H" in the "modal code" column
25 of Attachment A or from the Transit Contingency Subfund if the project is coded "T" in the
26 "modal code" column of Attachment A. Such expenditures shall not exceed the actual amount
27 of inflation since 2015 as determined by an index selected by the Metro Board of Directors.

28 4. Metro shall expend funds allocated to the Contingency Subfunds, to the
29 extent necessary, to service the debt of any bonds issued or other obligations incurred
30 pursuant to Section 12 of this Ordinance.

31 5. Metro may expend funds from the Contingency Subfunds for
32 Expenditure Plan Major Projects or Multi-Year Subregional Programs in any fiscal year in
33 which Net Revenues received are not sufficient to meet Metro's funding obligations for that
34 year for such projects.

1 6. No earlier than July 1, 2039, the Metro Board of Directors shall increase
2 the percentage of Net Revenues allocated to the Regional Rail program of the Local Return
3 and Regional Rail Subfund from one percent (1%) to two percent (2%) provided that the
4 recipient(s) satisfy certain performance criteria, which shall be adopted by the Metro Board of
5 Directors. Any such increase in Net Revenues allocated to Regional Rail shall be offset by
6 corresponding reductions in Net Revenues allocated to either the Transit, First/Last Mile
7 (Capital) Subfund or Highway, Active Transportation, Complete Streets (Capital) Subfund, or
8 both. No reduction shall delay any projects in Attachment A.

9 7. On July 1, 2039, the percentage of Net Revenues allocated to the Local
10 Return program shall increase by three percent of Net Revenues. The Metro Board of
11 Directors shall make corresponding reductions to either the Transit Construction or Highway
12 Construction programs, or both. No reduction shall delay any projects in Attachment A.

13 c. The Metro Board of Directors shall adopt guidelines regarding Multi-Year
14 Subregional Programs identified in Attachment A. The guidelines shall, at minimum, specify
15 definitions of active transportation, first/last mile, visionary seed project studies, street car and
16 circulator projects, greenway projects, mobility hubs, highway efficiency and operational
17 improvement projects, bus system improvements, highway demand-based programs (such as
18 high occupancy vehicle extensions and connections), transit capital projects, transportation
19 system and mobility improvements, bus rapid transit capital improvements, safe route to
20 schools, multi-modal connectivity projects, arterial street improvements, freeway interchange
21 improvements, goods movement improvements, highway and transit noise mitigations,
22 intelligent transportation systems, transportation technology improvements, streetscape
23 enhancements and Great Streets, public transit state of good repair, and traffic congestion
24 relief improvements.

25 d. Metro may enter into an agreement with the Board of Equalization to transfer
26 Sales Tax Revenues directly to a bond trustee or similar fiduciary, in order to provide for the
27 timely payment of debt service and related obligations, prior to Metro's receipt and deposit of
28 such Sales Tax Revenues into the sales tax revenue fund; provided, however, that such
29 payments of debt service and related obligations shall be allocated to the appropriate subfund
30 consistent with the expenditure of the proceeds of the corresponding debt.

31 e. Metro shall include the projects and programs in Attachment A in the Long
32 Range Transportation Plan within one year of the date the Ordinance takes effect. The revised
33 and updated Long Range Transportation Plan shall also include capital projects and capital
34 programs that are adopted by each subregion that are submitted to Metro for inclusion in the

revised and updated Long Range Transportation Plan, if the cost and schedule details are provided by the subregions, in a manner consistent with the requirements of the plan.

f. Three percent (3%) of the total project cost of any Expenditure Plan Major Project coded "T" in Attachment A shall be paid by each incorporated city within Los Angeles County, and Los Angeles County for those projects in unincorporated areas, based upon the percent of project total centerline track miles to be constructed within that jurisdiction's borders if one (1) or more stations are to be constructed within the borders of said jurisdiction. An agreement approved by both Metro and the governing board of the jurisdiction shall specify the total project cost determined at the conclusion of thirty percent (30%) completion of final design (which shall not be subject to future cost increases), the amount to be paid, and a schedule of payments. If the total project cost estimate is reduced after the conclusion of thirty percent (30%) completion of final design, the proportionate cost to the jurisdiction shall be reduced accordingly. The jurisdiction may request a betterment for a project. The jurisdiction, however, shall incur the full cost of any such betterment. Such agreements shall be in accordance with guidelines adopted by the Metro Board of Directors.

1. If no agreement is entered into and approved prior to the award of any contract authorizing the construction of the project within the borders of the jurisdiction, or if at any time the local jurisdiction is in default of any sums due pursuant to the approved agreement, all funds contained in the Local Return/Regional Rail Subfund allocated to that jurisdiction may, at Metro's sole discretion, be withheld for not longer than fifteen (15) years and used to pay for the project until the three percent (3%) threshold is met.

g. Once every ten (10) years, beginning in Fiscal Year 2027, Metro shall conduct a comprehensive assessment of each project and program identified in Attachment A as an "Expenditure Plan Major Project" or "Multi-Year Subregional Program." This assessment shall determine which projects or programs are either completed, or anticipated to be completed during the next ten-year period. The Measure __ Independent Taxpayer Oversight Committee of Metro, established pursuant to Section 8, shall review and comment on the assessment.

Metro shall also conduct a public review prior to the assessment's approval. Upon approval of this assessment by a two-thirds vote, the Metro Board of Directors may:

1. Add "Expenditure Plan Major Projects" and "Multi-Year Subregional Programs" to the Expenditure Plan by a two-thirds (2/3) vote so long as such additions do not delay the Groundbreaking Start Date, Expected Opening Date, or amount of "Measure __ Funding 2015\$" of any other "Expenditure Plan Major Project" or "Multi-Year Subregional

1 Program.” No “Expenditure Plan Major Projects” or “Multi-Year Subregional Programs” may
2 be added to the Expenditure Plan except through the decennial process described herein.

3 A. Should an “Expenditure Plan Major Project” or “Multi-Year
4 Subregional Program”, except for those coded “sc” in the “subregion” column of Attachment A,
5 be completed without the expenditure of all Net Revenues allocated to that project or program
6 in Attachment A, the surplus Net Revenues shall be expended on projects or programs in the
7 same subregion as the project or program so completed. The Metro Board of Directors shall
8 determine by a two-thirds (2/3) vote whether a project or program is complete.

9 B. Should an “Expenditure Plan Major Project” or “Multi-Year
10 Subregional Program” coded “sc” in the “subregion” column of Attachment A be completed
11 without the expenditure of all Net Revenues allocated to that project or program in Attachment
12 A, the surplus Net Revenues shall be expended on another “Expenditure Plan Major Project”
13 or “Multi-Year Subregional Program” coded “sc” in the “subregion” column of Attachment A.
14 The Metro Board of Directors shall determine by a two-thirds (2/3) vote whether a project or
15 program is complete.

16 2. Adopt an amendment to transfer Net Revenues between the Transit,
17 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
18 (Capital) Subfund pursuant to Section 11(c). No such amendment shall be adopted except
19 through the decennial process described herein.

20 3. Adopt an amendment to Attachment B pursuant to Section 11(a). No
21 such amendment shall be adopted except through the decennial process described herein
22 provided, however, the Metro Board of Directors shall not adopt an amendment to Attachment
23 B prior to the comprehensive assessment in Fiscal Year 2047.

24 h. No Net Revenues generated from the Sales Tax shall be expended on the
25 State Route 710 North Gap Closure Project.

26 i. Notwithstanding any other provision of this Ordinance, no recipient of Local
27 Return program funds may expend more than thirty-three and one-third percent (33⅓ %) of
28 total funds received in any fiscal year on Green Streets.

30 SECTION 8. OVERSIGHT

31 a. There is hereby established a Measure __ Independent Taxpayer Oversight
32 Committee of Metro (“Committee”) to provide an enhanced level of accountability for
33 expenditures of sales tax revenues made under the Expenditure Plan. The Committee shall

1 meet at least four (4) times each year to carry out the purposes of this Ordinance. The
2 Committee reports directly to the Metro Board of Directors and the public.

3 b. It is the intent that the Committee will assist Metro and take advantage of
4 changing situations in the future with regard to technologies and transportation developments.
5 Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are
6 not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.

7 c. Committee Membership. The Committee Members established for oversight
8 shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive
9 role in the ongoing improvement and enhancement of this Ordinance.

10 1. As such, the Committee Members shall be comprised of seven (7)
11 voting members representing the following professions or areas of expertise:

12 A. A retired Federal or State judge

13 B. A professional from the field of municipal/public finance and/or
14 budgeting with a minimum of ten (10) years of relevant experience

15 C. A transit professional with a minimum of ten (10) years of
16 experience in senior-level decision making in transit operations and labor practices

17 D. A professional with a minimum of ten (10) years of experience in
18 management and administration of financial policies, performance measurements, and reviews

19 E. A professional with demonstrated experience of ten (10) years or
20 more in the management of large-scale construction projects

21 F. A licensed architect or engineer with appropriate credentials in the
22 field of transportation project design or construction and a minimum of ten (10) years of relevant
23 experience

24 G. A regional association of businesses representative with at least
25 ten (10) years of senior-level decision making experience in the private sector

26 2. The intent is to have one member representing each of the specified
27 areas of expertise. If, however, after a good faith effort, qualified individuals have not been
28 identified for one (1) or more of the areas of expertise, then no more than two (2) members from
29 one (1) or more of the remaining areas of expertise may be selected.

30 3. The members of the Committee must reside in Los Angeles County and
31 be subject to conflict of interest provisions. No person currently serving as an elected or
32 appointed city, county, special district, state, or federal public officeholder shall be eligible to
33 serve as a member of the Committee.

34 d. Conflict of Interest. The Committee members shall be subject to Metro's conflict

1 of interest policies. The members shall have no legal action pending against Metro and are
2 prohibited from acting in any commercial activity directly or indirectly involving Metro, such as
3 being a consultant to Metro or to any party with pending legal actions against Metro during their
4 tenure on this Committee. Committee members shall not have direct commercial interest or
5 employment with any public or private entity, which receives sales tax funds authorized by this
6 Ordinance.

7 e. Committee Membership Selection Panel. The Selection Panel ("Panel") shall
8 select for approval the Oversight Committee Members, who will be responsible for performing
9 the responsibilities under this Ordinance. The Panel will be comprised of three (3) persons,
10 each of whom shall be members of the Metro Board of Directors, or their designee.

11 1. The Panel shall be selected as follows, and will represent the existing
12 leadership of Metro's Board (Chair, Vice Chair, and second Vice Chair):

13 A. One representative from the Los Angeles County Board of
14 Supervisors; and

15 B. One representative selected by the Mayor of the City of Los
16 Angeles; and

17 C. One representative from the Los Angeles County Cities

18 2. The Panel shall screen and recommend potential candidates for
19 Committee Membership. The Panel will develop guidelines to solicit, collect, and review
20 applications of potential candidates for membership on the Committee. The filling of
21 membership vacancies, due to removals and reappointments will follow these same guidelines.

22 3. The recommended candidates for Committee Membership
23 shall be approved by the Metro Board by a simple majority.

24 f. Term. Each member of the Committee shall serve for a term of five (5) years,
25 and until a successor is appointed, except that initial appointments may be staggered with terms
26 of three (3) years. A Committee member may be removed at any time by the appointing
27 authority. Term limits for Committee members will be staggered to prevent significant turnover
28 at any one time. There is no limit as to the number of terms that a Committee member may
29 serve. Members will be compensated through a stipend and they may choose to waive.

30 g. Resignation. Any member may, at any time, resign from the Committee upon
31 written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent
32 to seek public office, including a filing under California Government Code Section 85200, or
33 change of residence to outside the County shall constitute a Member's automatic resignation.

34 h. Committee Responsibilities. The Committee shall, at a minimum, meet on a

quarterly basis to carry out its responsibilities and is hereby charged with the following responsibilities:

1. *General Responsibilities*

A. The Committee will have the responsibility for approving the scope of work and direct the work of the auditors, to include at minimum the above mentioned areas. Selection of the auditors will follow the Board approved procurement and solicitation policies. The Committee will be involved in the solicitation and selection process of the auditors.

B. The Committee shall prepare an annual report on the results of the annual audit per Section 8(h)(3)(B), any findings made, and report the comments to the Metro Board of Directors.

C. The Committee shall review all proposed debt financing and make a finding as to whether the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.

D. The Committee shall review any proposed amendments to the Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed amendments further the purpose of the Ordinance.

2. *Quarterly Responsibilities.* The Committee shall at minimum review the following:

A. For each Subfund, make findings on the effective and efficient use of funds.

B. For Local Return funds, review the programmed revenues and uses for each of the local jurisdictions.

C. For Transit and Highway (Capital), review comparison of budget expended to project milestone completion, comparison of contingency spent to project completion, and review of soft costs expended.

D. For Active Transportation Program, review programmed revenues and uses.

E. For State of Good Repair, review budget and expenses.

F. For Transit Operating and Maintenance (which includes Metro Rail Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors and students, and Regional Rail), review budget and expenses.

3. *Annual Responsibilities*

A. The Committee shall review the results of the audit performed

1 and make findings as to whether Metro is in compliance with the terms of the Ordinance. Such
2 findings shall include a determination as to whether recipients of Net Revenues allocated and
3 funds were expended for all the Subfunds (listed in Attachment A) and have complied with this
4 Ordinance and any additional guidelines developed by Metro.

5 B. *Annual Financial and Compliance Audit.* Metro shall contract for
6 an annual audit, to be completed within six (6) months after the end of the fiscal year being
7 audited, for the purpose of determining compliance by Metro with the provisions of this
8 Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal
9 year. The audit should include a determination as to whether recipients of Net Revenues
10 allocated from these Subfunds have complied with this Ordinance and any additional guidelines
11 developed by Metro for these Subfunds.

12 C. For major corridor projects, included in the Expenditure Plan, the
13 Committee shall review at least once a year:

14 i. Project costs, established LOP budgets, and any
15 significant cost increases and/or major scope changes of the major corridor projects identified in
16 the Expenditure Plan.

17 ii. The funding available and programmed for the projects
18 included in the Expenditure Plan, as well as any funding gaps for each of these projects. The
19 Committee shall provide recommendations on possible improvements and modifications to
20 deliver the Plan.

21 iii. Performance in terms of project delivery, cost controls,
22 schedule adherence, and related activities.

23 4. *Five-Year Responsibilities*

24 A. The Committee shall review the Comprehensive Program
25 Assessment of the Expenditure Plan every five (5) years or every ten (10) years in accordance
26 with Section 7(g) and make findings and/or provide recommendations for improving the
27 program. The results of this assessment will be presented to the Metro Board of Directors.

28 B. *Comprehensive Program Assessment.* Metro shall conduct every
29 five (5) years, a comprehensive review of all projects and programs implemented under the Plan
30 to evaluate the performance of the overall program and make recommendations to improve its
31 performance on current practices, best practices, and organizational changes to improve
32 coordination.

33 i. Accountability to the Public and the Metro Board. All audit reports, findings, and
34 recommendations will be available and accessible to the public (through various types of media)

1 prior to the public hearing and upon request. Metro will establish a website dedicated to the
2 Oversight of this Measure and include all pertinent Ordinance information for the public. The
3 Committee shall review all audits and hold an annual public hearing to report on the results of
4 the audits.

6 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

7 a. It is the intent of Metro that any Sales Tax Revenues provided to local
8 jurisdictions in Los Angeles County under the program described in Attachment A as "Local
9 Return" be used to augment, not supplant, existing local revenues being used for
10 transportation purposes.

11 b. Metro shall develop guidelines that, at a minimum, specify maintenance of
12 effort requirements for the local return program, matching funds, and administrative
13 requirements for the recipients of revenue derived from the Sales Tax.

15 SECTION 10. COSTS OF ADMINISTRATION

16 Metro shall establish an Administration/Local Return fund and one and one-half
17 percent (1.5%) of Gross Sales Tax revenues shall be credited into this fund. As funds are
18 received by Metro and credited to this fund, one percent (1%) of Net Revenues shall be
19 immediately transferred to the Local Return/Regional Rail Subfund of the sales tax revenue
20 fund to be used solely for the Local Return program. All other amounts in the
21 Administration/Local Return fund shall be available to Metro for administrative costs, including
22 contractual services.

24 SECTION 11. AMENDMENTS

25 a. The Metro Board of Directors may amend this Ordinance, including Attachment
26 A and Attachment B, with the exception of Section 11, for any purpose subject to the
27 limitations contained in Section 7(g), including as necessary to account for the results of any
28 environmental review required under the California Environmental Quality Act or the National
29 Environmental Policy Act and any related federal statute of the projects listed in Attachment A.
30 Any such amendments shall be approved by a vote of not less than two-thirds (2/3) of the
31 Metro Board of Directors. Metro shall hold a public meeting on proposed amendments prior to
32 adoption. Metro shall provide notice of the public meeting to the Los Angeles County Board of
33 Supervisors, the city council of each city in Los Angeles County, and the public, and shall

1 provide them with a copy of the proposed amendments, at least 60 days prior to the public
2 meeting.

3 b. By two-thirds (2/3) vote, the Metro Board of Directors may amend the
4 "Schedule of Funds Available" columns listed in Attachment A to accelerate a project,
5 provided that any such amendments shall not reduce the amount of funds assigned to any
6 other project or program as shown in the "Measure __ Funding 2015\$" column of Attachment
7 A or delay the Schedule of Funds Available for any other project or program. Metro shall hold
8 a public meeting on proposed amendments prior to adoption. Metro shall provide notice of the
9 public meeting to the Los Angeles County Board of Supervisors, the city council of each city in
10 Los Angeles County, and the public, and shall provide them with a copy of the proposed
11 amendments, at least 30 days prior to the public meeting.

12 c. Metro shall not adopt any amendment to this Ordinance, including Attachment
13 A, that reduces total Net Revenues allocated to the sum of the Transit, First/Last Mile (Capital)
14 Subfund and the Highway, Active Transportation, Complete Streets (Capital) Subfund. Not
15 more than once in any ten (10) year period commencing in FY2027, Metro may adopt an
16 amendment transferring Net Revenues between the Transit, First/Last Mile (Capital) Subfund
17 and the Highway, Active Transportation, Complete Streets (Capital) Subfund. This
18 subparagraph shall not apply to adjustments to the Net Revenues allocated to the Transit,
19 First/Last Mile (Capital) Subfund and the Highway, Active Transportation, Complete Streets
20 (Capital) Subfund pursuant to Section 7(b)(6) or Section 7(b)(7). Such adjustments shall not
21 require an amendment to this Ordinance or Attachment A.

22 d. Notwithstanding Section 11(a) of this Ordinance, Metro shall not adopt any
23 amendment to this Ordinance, including Attachment A, that reduces Net Revenues allocated
24 to the Transit Operating & Maintenance Subfund or the Local Return/Regional Rail Subfund.

25 e. The Metro Board of Directors may amend Section 11 of this Ordinance if such
26 amendments are approved by a vote of not less than two-thirds (2/3) of the Metro Board of
27 Directors and are approved by a majority of the voters voting on a measure to approve the
28 amendment. Metro shall hold a public meeting on proposed amendments prior to adoption.
29 Metro shall provide notice of the public meeting to the Los Angeles County Board of
30 Supervisors, the city council of each city in Los Angeles County, and the public, and shall
31 provide them with a copy of the proposed amendments, at least 60 days prior to the public
32 meeting. Amendments shall become effective immediately upon approval by the voters.

1 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

2 a. Metro is authorized to issue limited tax bonds and incur other obligations, from
3 time to time, payable from and secured by all or any portion of the Sales Tax Revenues to
4 finance any program or project in the Expenditure Plan, pursuant to Sections 130500 et seq. of
5 the Public Utilities Code, and any successor act, or pursuant to any other applicable sections of
6 the Public Utilities Code or the Government Code. As additional security, such bonds and other
7 obligations may be further payable from and secured by farebox revenues or general revenues
8 of Metro, on a basis subordinate to Metro's existing General Revenue Bonds, or any other
9 available source of Metro's revenues, in each case as specified in a resolution adopted by a
10 majority of Metro's Board of Directors. The maximum bonded indebtedness, including issuance
11 costs, interest, reserve requirements and bond insurance, shall not exceed the total amount of
12 the Gross Sales Tax. Nothing herein shall limit or restrict in any way the power and authority of
13 Metro to issue bonds, notes or other obligations, to enter into loan agreements, leases,
14 reimbursement agreements, standby bond purchase agreements, interest rate swap
15 agreements or other derivative contracts or to engage in any other transaction under the
16 Government Code, the Public Utilities Code or any other law.

17 b. The Metro Board of Directors shall adopt guidelines regarding the issuance of
18 bonds and the incurrence of other obligations pursuant to this Section 12. The guidelines shall,
19 at a minimum, establish methods for taking into account (a) the expenditure of proceeds of such
20 bonds and other obligations and (b) the payment of debt service and other amounts with respect
21 to such bonds and other obligations, for purposes of meeting the program expenditure
22 requirements of Section 7 hereof.

23
24 SECTION 13. APPROPRIATIONS LIMIT

25 Article XIII B of the California Constitution requires certain governmental entities to
26 establish an annual appropriations limit. This appropriations limit is subject to adjustment as
27 provided by law. To the extent required by law, Metro shall establish an annual appropriations
28 limit and expenditures of the retail transactions and use tax shall be subject to such limit.

29
30 SECTION 14. ELECTION

31 Pursuant to California Public Utilities Code Section 130350.7(d), Metro hereby calls a
32 special election to place this Ordinance before the voters. The ballot language shall read as
33 follows:
34

1 **Los Angeles County Traffic Improvement Plan.**

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

8
9 **SECTION 15. EFFECTIVE AND OPERATIVE DATES**

10 a. This Ordinance shall be effective on January 1, 2017, if:

11 1. Two-thirds (2/3) of the voters voting on the measure vote to approve
12 this Ordinance at the statewide general election scheduled for November 8, 2016; and

13 2. No California state statute that requires Metro to provide funding from
14 revenues derived from the Sales Tax imposed pursuant to this Ordinance for any project or
15 program other than those in the Expenditure Plan, or provide a level of funding greater than
16 described in the Expenditure Plan, or on a different schedule than described in the Expenditure
17 Plan, is adopted by the California Legislature subsequent to the adoption of this Ordinance by
18 the Metro Board of Directors and becomes law.

19
20 **SECTION 16. SEVERABILITY**

21 If any tax or provision of this Ordinance is for any reason held invalid or unenforceable
22 by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of
23 the remaining taxes or provisions, and Metro declares that it would have passed each part of
24 this Ordinance irrespective of the validity of any other part.

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

ATTACHMENT A

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>				\$ 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)

ATTACHMENT A 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 Seg-4®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e	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 Seg-2®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT Seg-2®	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	i,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.

** 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)

ATTACHMENT A

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)					
	Multi-Year Subregional Programs			1 st yr of Range					
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. Projects 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)	l,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,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)	l,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.

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, North San Fernando BRT, 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. Up to 10% of the Measure funding can be used for predevelopment work to prepare for ROW purchases.~~
- ~~The balance of the Measure funds are assumed for Right-of-Way.~~
- 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

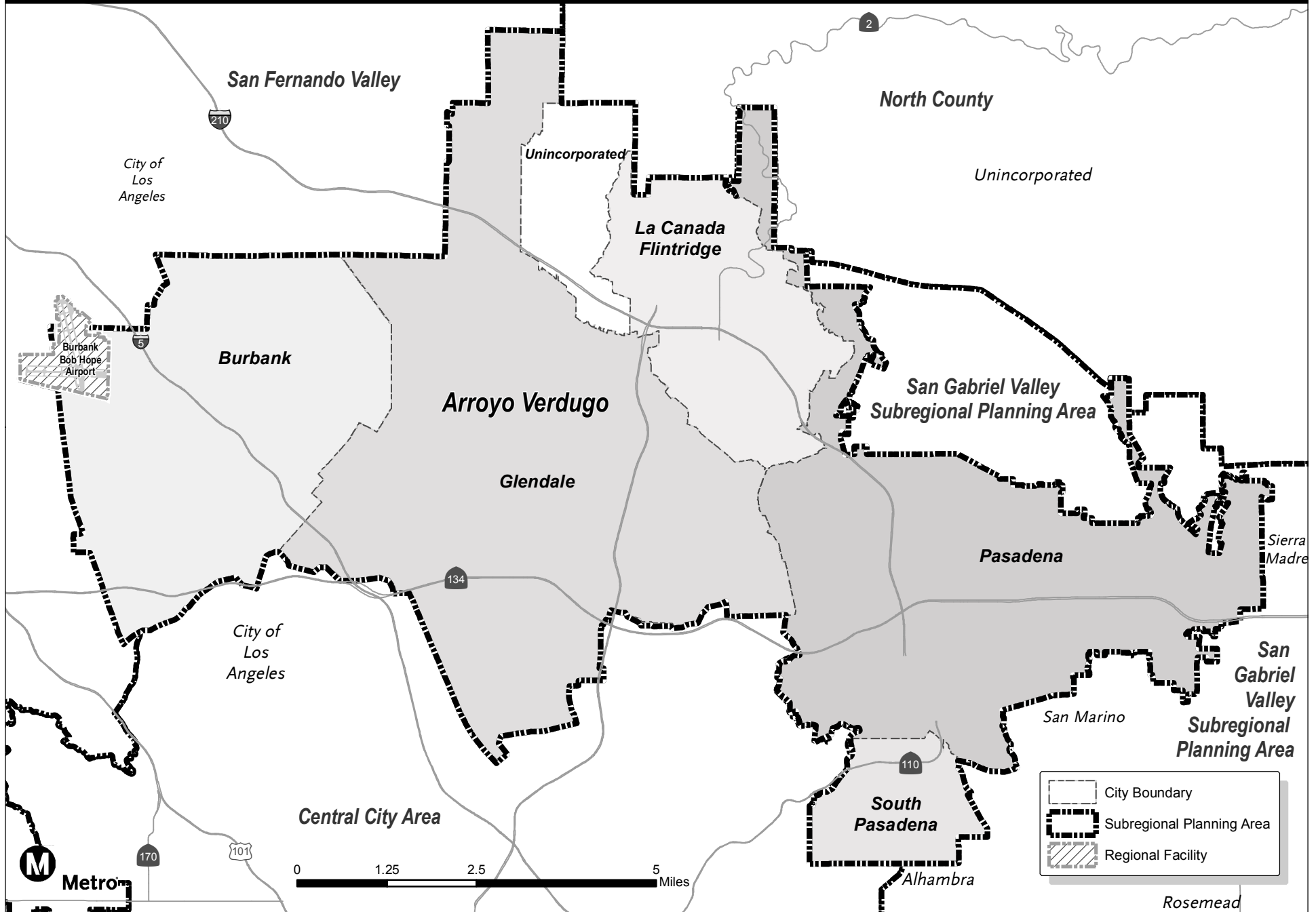
nc = North County
sb = South Bay
w = Westside
gc = Gateway Cities
sf = San Fernando Valley

® Indicates Measure R-related Projects

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

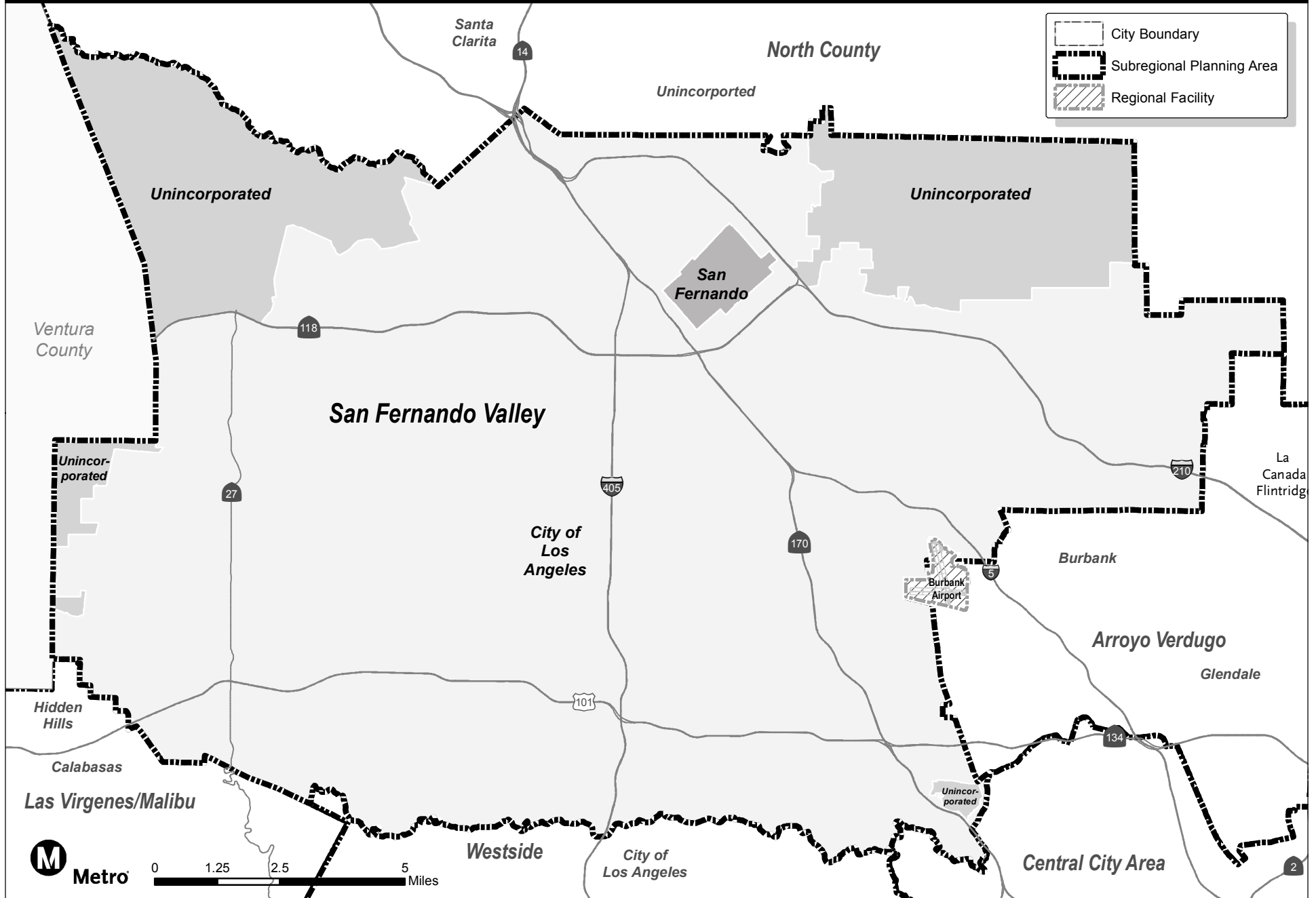
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Arroyo Verdugo Subregional Planning Area



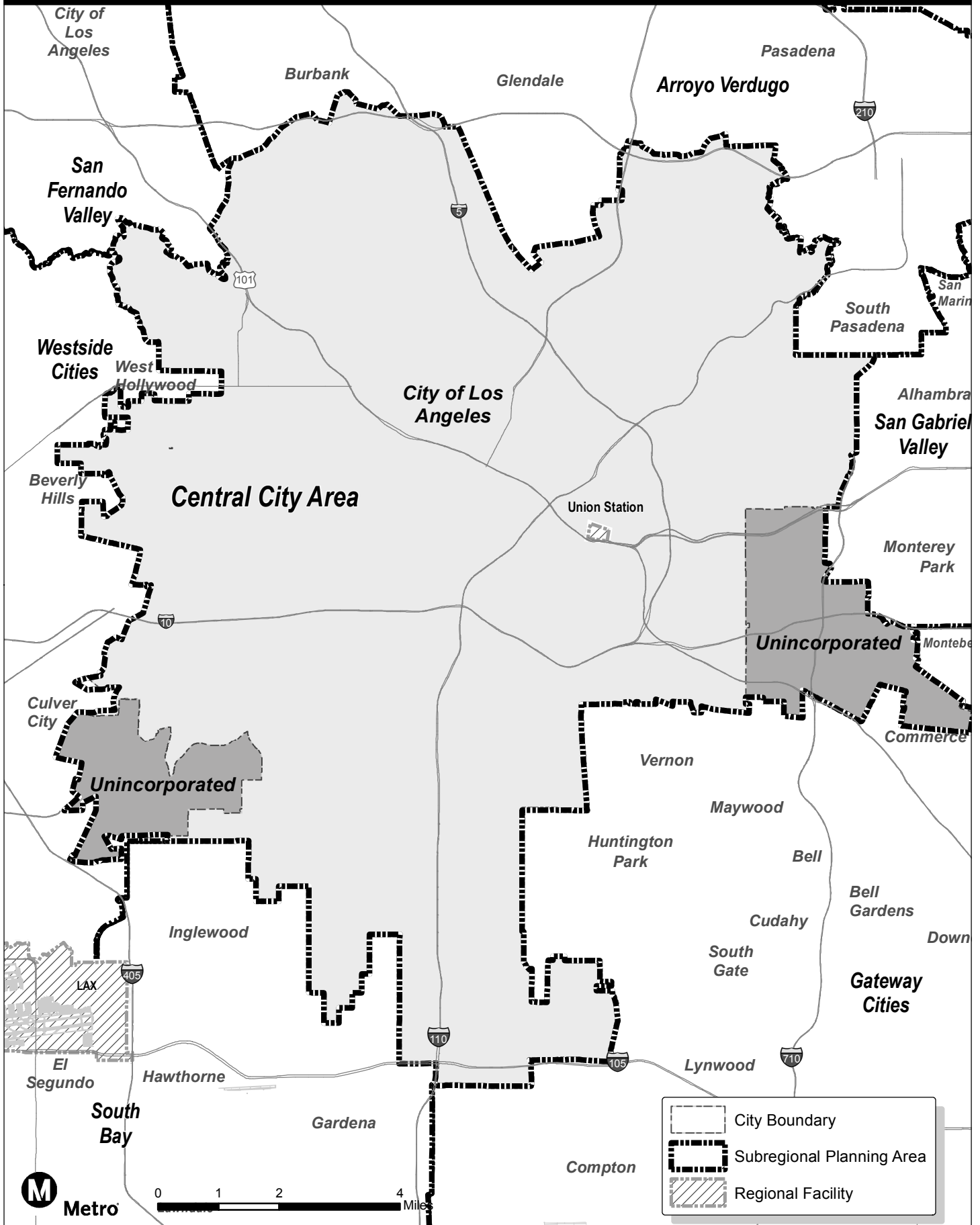
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San Fernando Subregional Planning Area



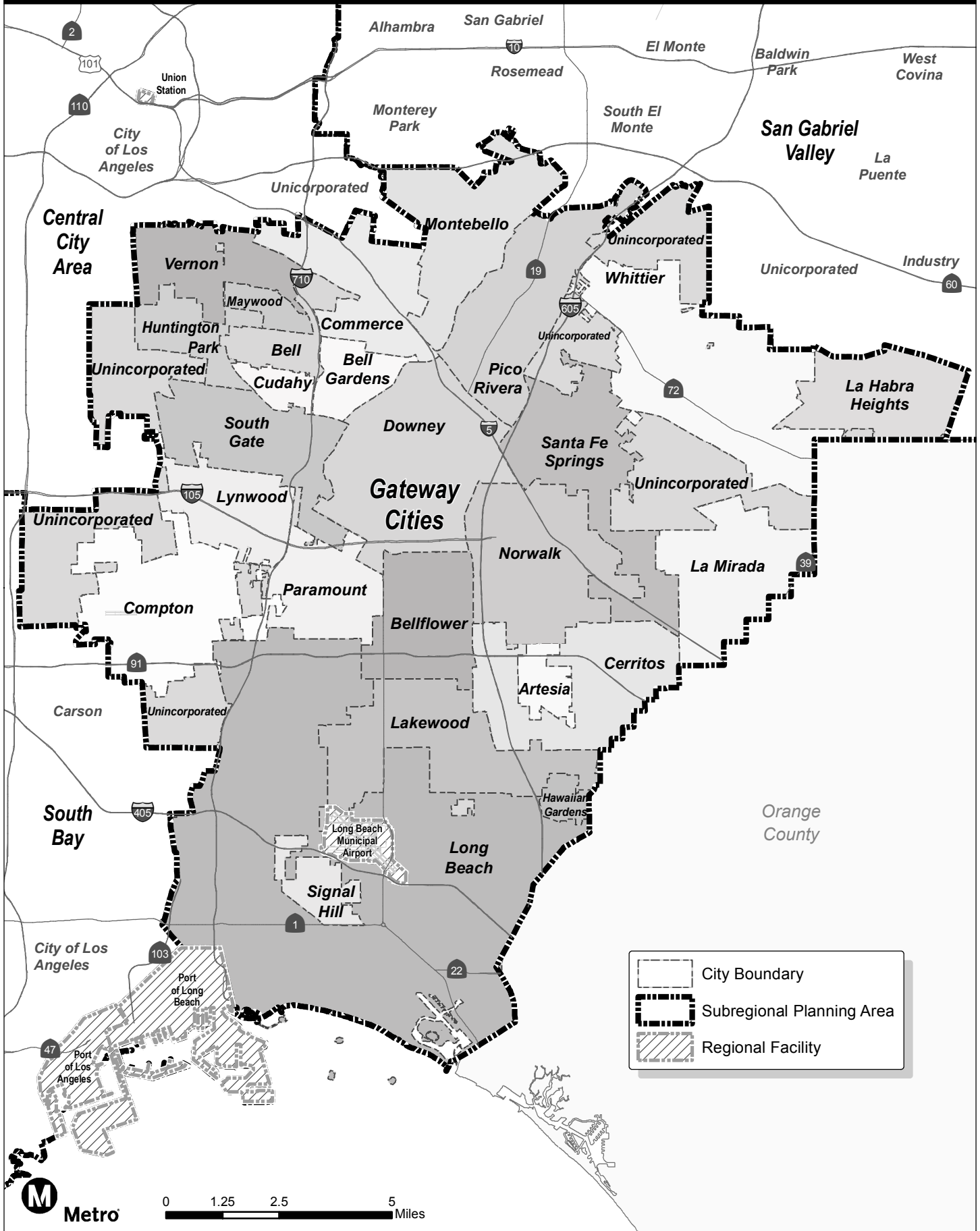
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Central City Area Subregional Planning Area



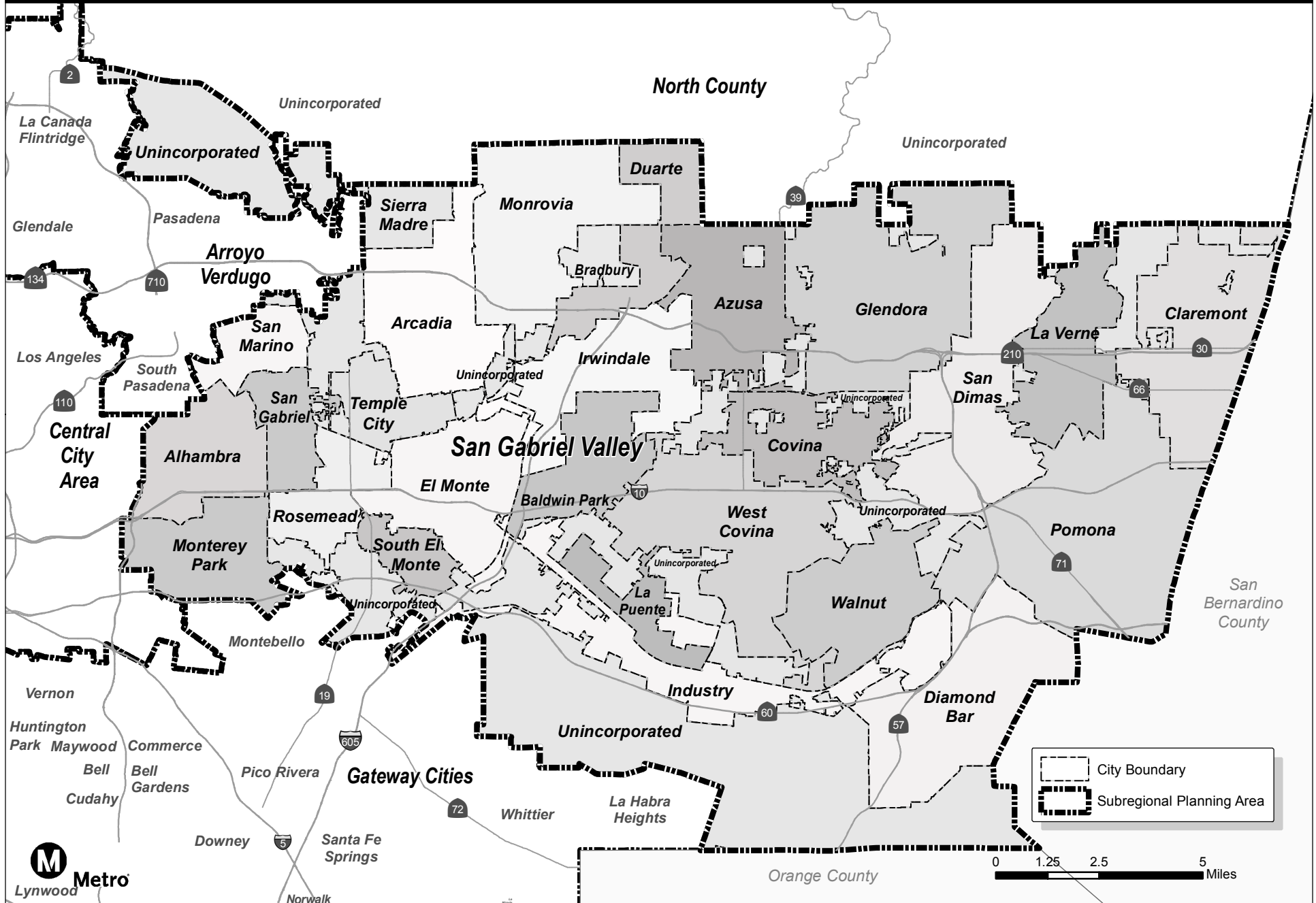
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Gateway Cities Subregional Planning Area



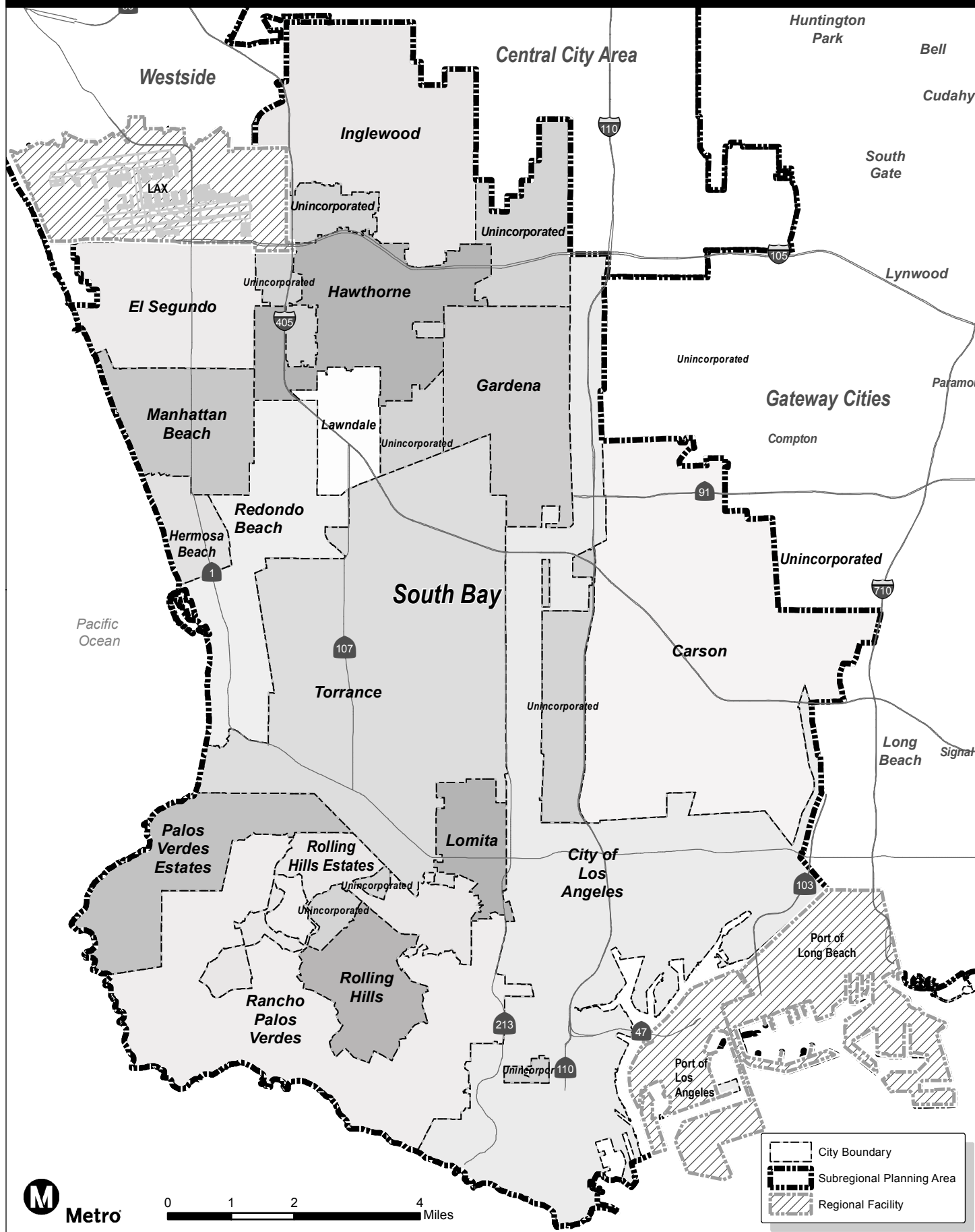
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San Gabriel Subregional Planning Area



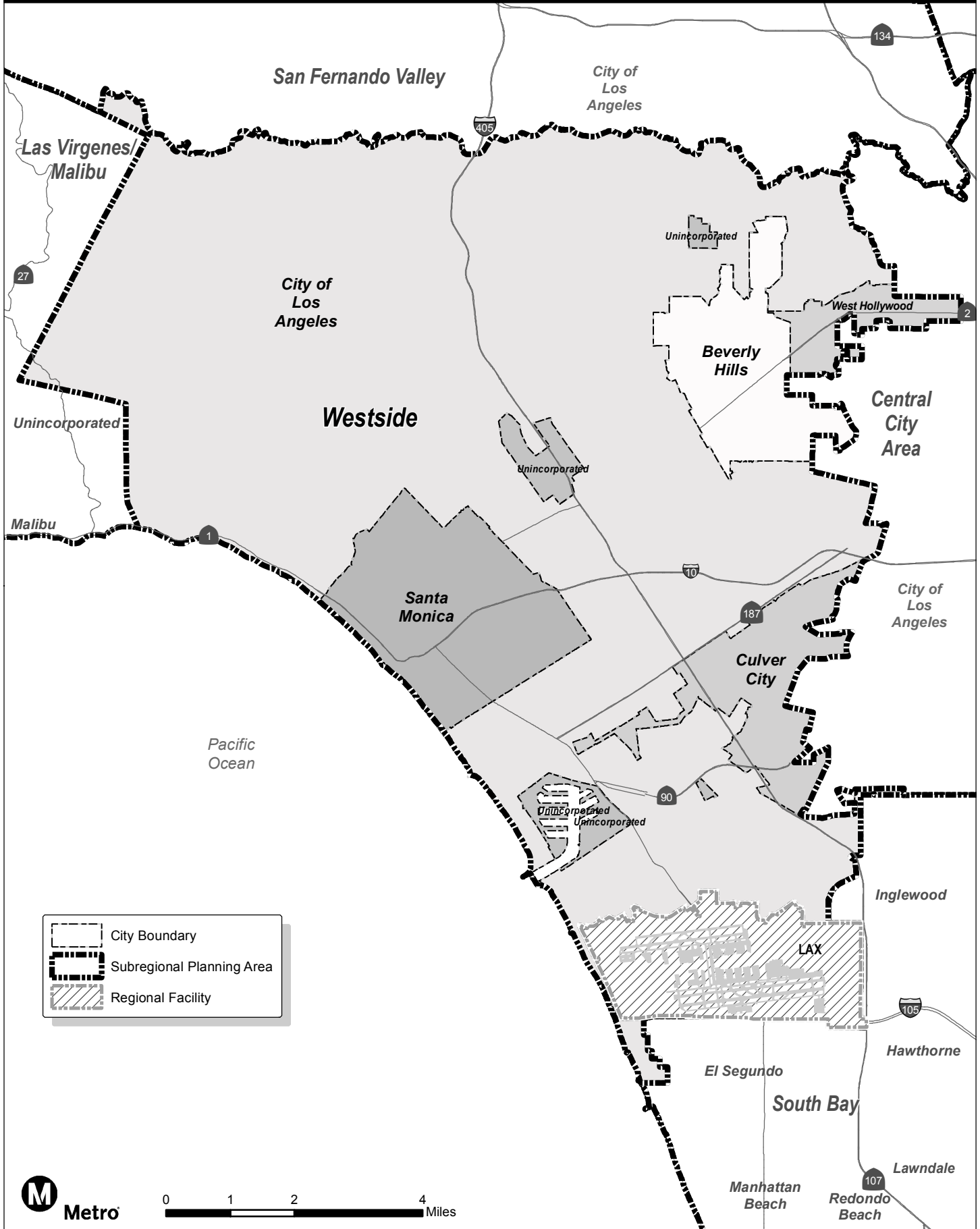
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South Bay Subregional Planning Area



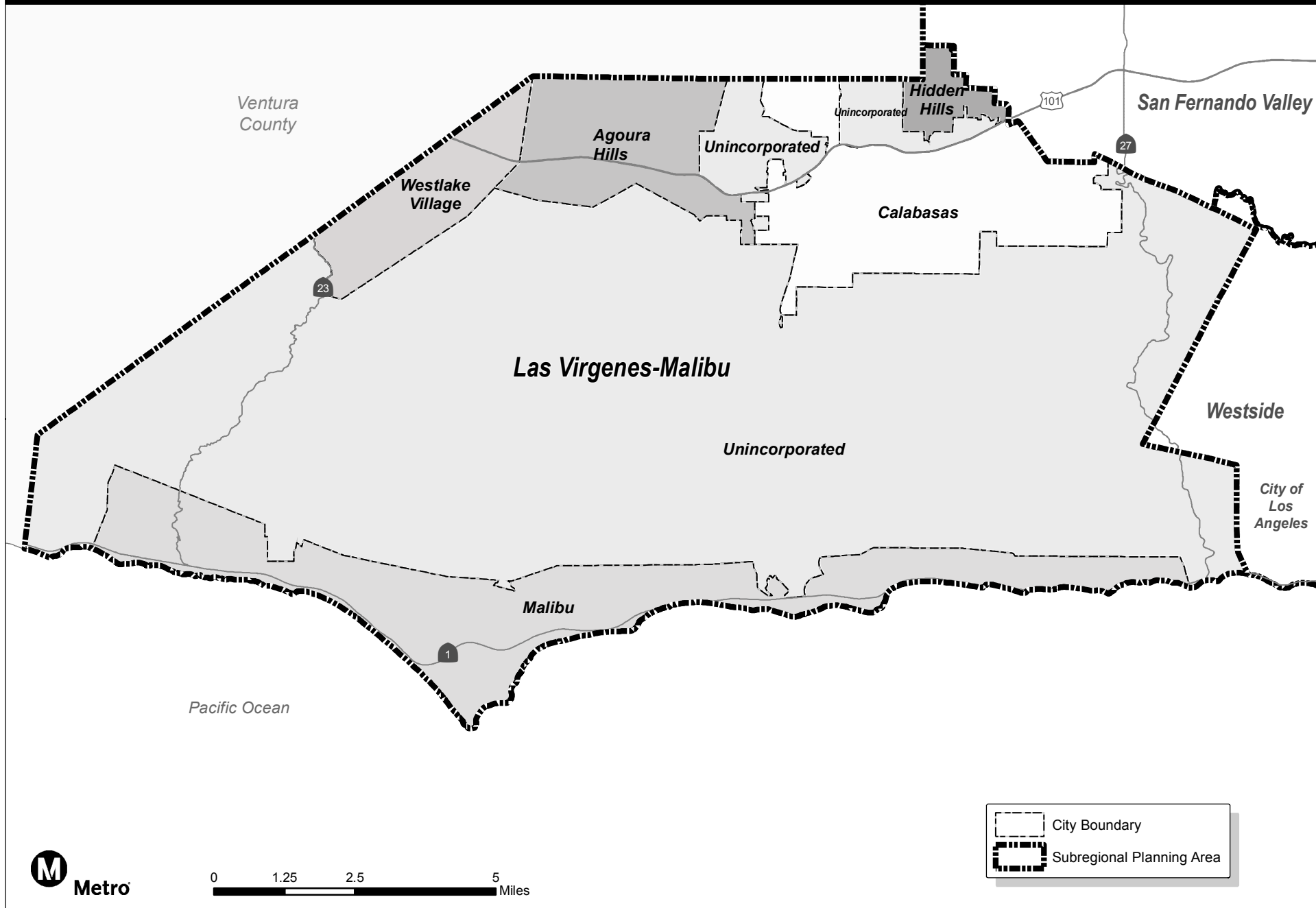
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Westside Subregional Planning Area



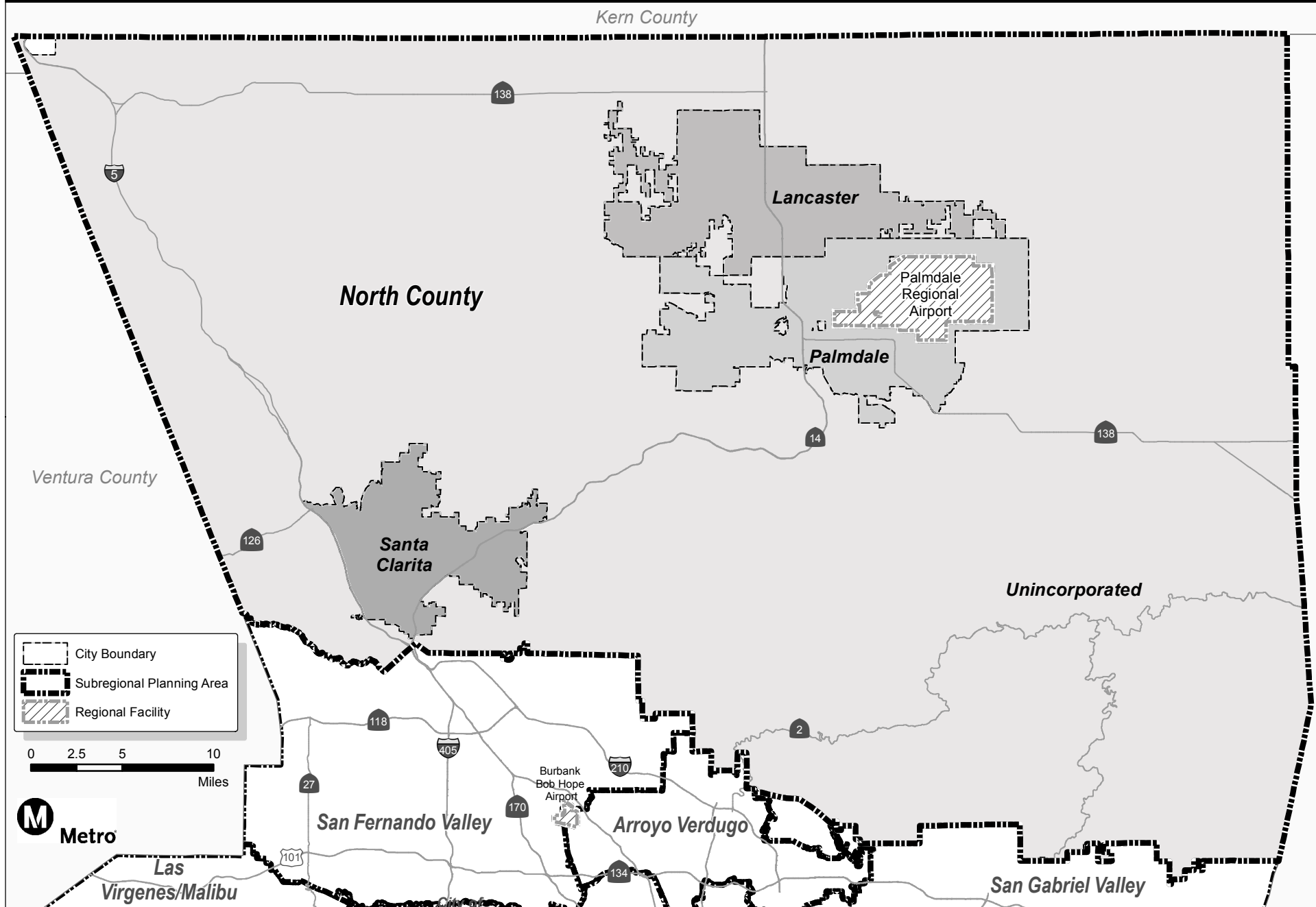
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Las Virgenes-Malibu Subregional Planning Area



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North County Subregional Planning Area



Systemwide Connectivity

Central to the efficient performance of the county transportation system is ensuring connections to major facilities that attract and generate significant vehicle and truck travel. These regional facilities for passengers and goods include airports, seaports, central rail stations, and the modernization of highway and transit infrastructure that serve these facilities. This program is intended to support systemwide highway improvements, access to airports and seaports, and transit connectivity and modernization. Systemwide highway improvements include improved technology to better manage traffic flow on freeways and roadways, freeway construction projects that eliminate key bottlenecks and enable increased volumes of commuters to travel on freeways at faster speeds through new carpool lanes, and expanded services that eliminate bottlenecks created by traffic incidents such as Freeway Service Patrol. Access improvements to the Los Angeles County airports and seaports include projects that improve the direct access to the airports and seaports from the highway system, improving the flow of goods and passengers on the highway system while reducing the impact of truck and vehicle traffic to the surrounding communities through projects that use technology to reduce air pollution emitted from truck traffic. Transit connectivity and modernization projects include improved transit connections to Los Angeles County airports, between Metro and Metrolink rail services and other enhancements to the aging passenger rail system to allow service to meet growing travel demand.

Funding and Eligible Projects

Funding for the Systemwide Connectivity program will come from a special designation from the Highway Capital Projects (2% of 17%) and the Transit Capital Projects (2% of 32%) for a total of 4% of the total sales tax revenues. Funding from this program is divided over projects with direct commitments of funding as identified in the Expenditure Plan and those projects to be identified through a future planning process. The following list identifies projects representative of those types of projects eligible for funding from the Systemwide Connectivity program through the future planning process. Funding for these projects is intended to be made available on a competitive basis over the life of the sales tax measure to support the leveraging of local, state, and federal freight funds. Projects with direct commitments of funding from the Systemwide Connectivity program include: (1) the Airport Metro Connector/96th Street Station/Green Line Extension to LAX; (2) the Crenshaw/LAX Track Enhancements; and (3) Countywide Bus Rapid Transit (BRT) Expansion. These project funding amounts and schedules are identified in the Expenditure Plan.

Countywide BRT Expansion

BRT is a high quality bus service that provides faster, more reliable and convenient service through the use of several key attributes including dedicated bus lanes, branded vehicles and stations, high frequency, off-board fare collection, and intelligent transportation systems. BRT helps avoid many of the normal delays typically experienced by regular bus service such as being stuck in traffic and/or sitting at traffic lights, as well as long queues to pay fares. BRT has

the potential for increasing transit access, improving regional mobility, reducing transportation costs, and easing commutes, all at a relatively limited cost. It provides a cost effective way for ridership to grow prior to instituting major capital investments. In December 2013, Metro Completed the Los Angeles County BRT and Street Design Improvement Study (CBRT) to identify, analyze and develop recommendations for an effective Countywide BRT system. The CBRT Study's overall approach was designed to leverage the success of the Metro Rapid program as well as the Metro Orange and Silver Lines, thereby creating a faster, more seamless, intermodal connectivity for a greater number of the County's residents and visitors. As a result of some of the BRT work conducted to date, a BRT corridor has been identified for each of the subregions. Metro will work with the subregions to define or refine identified corridors. Funding for the Countywide BRT Expansion is divided over five (5) periods to represent the availability of funding for projects within each subregion to be defined or refined as part of future BRT planning processes.

Systemwide Connectivity - Representative Projects*

Project
Transit
Green Line Extension to Norwalk Metrolink Station
Metrolink Capital Projects
Division 20 Portal Widening and Turnback Facility
Union Station Improvements
Southern California Regional Interconnector Project (Metrolink Run-Through)
Union Station Master Plan (USMP) Infrastructure Improvements
Bob Hope Airport Access Improvements
Metro Red Line Extension: North Hollywood to Burbank Airport
Union Station/Burbank/Glendale Light Rail Transit (LRT)
Highway
Bob Hope Airport Access Improvements
Clybourn Ave: Grade separation at railroad tracks / Vanowen St / Empire Ave
Los Angeles Airport (LAX) Access Improvements
I-405: Construct LAX Expressway
Interstate 405 (I-405) Direct High Occupancy Vehicle (HOV) Connector to LAX
Provide an on-ramp to I-405 northbound from northbound La Cienega Boulevard
Palmdale Airport Access Improvements
Rancho Vista Grade Separation Project from Fairway Drive to 15th Street East
Long Beach Airport Access Improvements
Bellflower Blvd./ Spring St. Freeway Approaches
Lakewood Blvd. / Spring St. Freeway Approaches
Wardlow Rd. / Cherry Ave. Intersection Widening and Freeway Approaches
Port of Los Angeles (POLA) Improvements
Alameda Corridor Terminus - West Basin Track (West Basin 2 nd Mainline Track)
SR 47/V. Thomas Bridge/Harbor Blvd. Interchange
SR 47/Navy Way Interchange
Port of Long Beach Improvements
Port Area Advanced Transportation Management and Information System 2.0
Goods Movement Technology - FRATIS, ZE/NZE Emissions Technology
Systemwide Highway Improvements
I-210 HOV Lanes (I-5 to SR-134)
SR-57 HOV Lanes (SR-60 to I-210)
SR-2 HOV Lanes (SR-134 to Glendale Blvd)
I-405 Express Lanes (I-110 to I-105)
Downtown I-5 Flyover at the I-10/US-101 Interchange
I-5 HOV Lanes (SR-134 to I-110)
SR-60 HOV Lanes (US-101 to I-605)
Freeway Service Patrol Expansion
Highway TSM&O and Freeway Smart Corridors

* Projects shown are representative of those types of projects eligible for funding over the life of the potential ballot measure through future competitive processes. The identified list of projects is based upon input from the regional facility agencies, including the airports and sea ports, with focus on those projects that provide direct access to and from the state highway system or regional transit system.

MAJOR TRANSIT AND HIGHWAY CONSTRUCTION PROJECT DESCRIPTIONS

Major Highway Construction Projects

High Desert Multi-Purpose Corridor - The project extends from SR-14 in LA County to SR-18 in San Bernardino County. It consists of 4 components: Freeway (SR-14 to 100th St.: up to 4 mixed-flow lanes in each direction and from 100th St. to SR-18: 3 mixed-flow lanes in each direction), High Speed Rail connection between CA HSR in Palmdale and XpressWest in Victorville, Green Energy corridor that runs parallel to the freeway, supports efficient movement of goods, and a bicycle component along the entire freeway. From east to west, respectively; first 10 miles and last 10 miles will be non-tolled; the middle 30 miles will be tolled. Project may be constructed in phases.

I-5 North Capacity Enhancements (from SR-14 to Lake Hughes Rd.) – Existing facility is 4 Mixed-Flow lanes in each direction. The new project starts from SR-14/I-5 Interchange to Lake Hughes Rd. in Castaic along I-5 for a total of 14 miles. The new project consists of adding 1 Truck lane and 1 HOV lane in each direction, while maintaining existing mixed-flow lanes.

SR-71 from I-10 to Rio Rancho Rd. – The number of existing Mixed Flow lanes varies from 2 to 3 in each direction through this segment of the SR-71. The new project adds 1 Mixed-Flow lane in each direction on the SR-71, from I-10 to Rio Rancho Rd. for a total of 3 miles. The project will provide 3 Mixed Flow lanes throughout with 4 Mixed Flow lanes in segments.

SR-57/SR-60 Interchange Improvements – The project includes adding a new westbound on-ramp to the SR-60 at Grand Ave., street widening improvements in the vicinity of Grand Ave. and Golden Springs Dr., a new westbound off-ramp to the SR-60 and auxiliary lane to Grand Ave., freeway mainline improvements and by-pass connectors, for a total of 2 miles.

I-105 Express Lanes from I-405 to I-605 – Existing facility is 1 HOV and 3 to 4 Mixed-Flow lanes in each direction. The new project re-stripes the existing HOV lane to create 2 Express Lanes in each direction for a total of 16 miles, while maintaining current number of mixed flow lanes in each direction.

Sepulveda Pass Transit Corridor –MODE NOT SPECIFIED – Could be a new high capacity transit mode connecting the Orange Line Van Nuys station underneath the Sepulveda Pass, with a station at UCLA, terminating at Wilshire/Westwood Purple Line station. Approximately 8.8 miles. Existing facility is 4 Mixed-Flow lanes and 1 HOV lane in each direction. If private revenue to fund the project is needed, restriping the HOV lanes within the existing Right of Way to add 2 ExpressLanes in each direction (while maintaining the current 4 Mixed-Flow Lanes), from US-101 to I-10 for a total of 10 miles will be considered.

I-710 South Corridor Project – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 2 Zero Emission Truck lanes in each direction, from Pico/Anaheim in Long

Beach to Bandini/Washington in Commerce for a total of 18 miles, while maintaining current mixed flow lanes. The Shoemaker Bridge “~~Hot Spot~~” “Early Action” project is a priority project for these funds.

I-605/I-10 Interchange – The new project will improve interchanges from Eastbound I-10 to Southbound I-605, Westbound I-10 to Southbound I-605, Northbound I-605 to Eastbound I-10, and Northbound I-605 to Westbound I-10.

I-5 South Corridor Improvements (I-605 to I-710) – Existing facility is 4 Mixed-Flow lanes in each direction. The new project will add 1 Mixed-Flow lane and 1 HOV lane in each direction, from I-710 to I-605 for a total of 7 miles, for a total of 5 Mixed-Flow lanes and 1 HOV lane in each direction.

I-405 South Bay Curve Improvements – Existing facility is 4 Mixed-Flow lanes and 1 HOV lanes in each direction. The project will add segments of an Auxiliary Lane in each direction to address existing bottleneck and to improve the weaving movements at on/off ramps, from Florence Ave. to I-110 for a total of 10.4 miles, while maintaining current mixed-flow lanes.

I-110 Express Lane Ext South to I-405/I-110 Interchange – Existing facility is 5 Mixed-Flow lanes in each direction. The new project is to extend the existing I-110 Express Lanes southward to the I-405, for a total of 1 mile. This will create a total of 5 Mixed-Flow lanes and 1 Express Lane for that mile.

SR-60/I-605 Interchange HOV Direct Connectors – The new project is from the North and Southbound on I-605 from Rose Hills to I-10 and on East and Westbound SR-60 from Santa Anita to Turnbull Canyon. The Interchange improvements include adding auxiliary lanes, widening lanes and bridges, interchange connectors, ramp improvements and realignments.

I-405/I-110 Express Lanes Direct Connect Ramps & Interchange Improvements – The new project provides direct connector ramps between Express Lanes on the I-110 and I-405.

Major Transit Construction Projects

Airport Metro Connector (includes Green Line extension terminus) – 96th Street Station to LAX People Mover with a new Green Line Terminus and consolidated bus interface for 13 Metro and Municipal bus lines. The project includes a terminal building that connects the Metro Regional Rail system to a Los Angeles World Airport sponsored Automated People Mover into LAX, restrooms, wifi, retail, passenger pick-up and drop-off area, and other pedestrian and bicycle amenities (such as a bike hub and future bike share) could be included.

East San Fernando Valley Transit Corridor – A high-capacity transit project, mode to be determined, that connects the Orange Line Van Nuys station to the Sylmar/San Fernando Metrolink Station. Consisting of 14 stations, 9.2 miles.

Bus Rapid Transit Connector Orange/Red Line to Gold Line – A bus rapid transit project from North Hollywood Orange/Red Line Station to Pasadena, route to be determined, with a station-to-station connection to the Gold Line. Approximately 15.3 miles. Conversion to Light Rail Transit after FY2067 included in Expenditure Plan based upon ridership demand.

Gold Line Foothill Extension to Claremont – A light rail extension of the Gold Line from its current terminus at Citrus College Station to the Claremont Metrolink Station through the cities of Claremont, Glendora, La Verne, Pomona, and San Dimas. Consisting of 5 stations, 11 miles.

Westside Purple Line Extension to Westwood/VA Hospital (Section 3) – This is an extension of Purple Line Subway Section 2 along Wilshire Blvd from Avenue of the Stars in Century City west to Westwood/VA Hospital. Connection to Sepulveda Pass Subway (HRT) at Westwood/UCLA Station. Consisting of 2 stations, 2.5 miles.

West Santa Ana Transit Corridor – New light rail connection from the City of Artesia to Union Station spanning 20 miles using city streets, Metro, and ports owned rail right-of-way.

Orange Line BRT Improvements

OPERATION SHOVEL READY PROJECT: Grade separations, at critical intersections, along the Metro Orange Line which would allow buses to operate over or under the cross-streets without having to stop for signals, and greatly improve travel times through five key intersections located at: Sepulveda; Burbank/Fulton; Reseda; Woodman; Van Nuys; and additional improvements.

Vermont Transit Corridor – A 12.5 mile high capacity bus rapid transit corridor from Hollywood Blvd to 120th Street, just south of the Metro Green Line. Conversion to Heavy Rail Transit after FY2067 included in Expenditure Plan based upon ridership demand.

Metro Gold Line Eastside Phase II (two alignments) – Extension of the existing Gold Line Eastside light rail corridor beginning at the existing Gold Line Atlantic Station eastward either SR60 to South El Monte (6.9 miles) or Washington Blvd to Whittier (9.5 miles). A single alignment is to be determined based on the environmental process in the first forty years. The funding for a second alignment is identified to begin in fiscal year 2053.

South Bay Green Line Extension to Torrance Transit Center/Crenshaw Blvd – Extension of a light rail line from its current terminus at the Redondo Beach Station to the Torrance Transit Center at Crenshaw Blvd. Consisting of up to 4 stations, 4.7 miles.

Crenshaw Light Rail Northern Extension to West Hollywood – A light rail line from the terminus of the current project at Exposition and Crenshaw to the Red Line at Hollywood/Highland, route to be determined. Approximately 6 to 9 miles.

Orange Line Conversion to Light Rail – A conversion of the existing Orange Line BRT to LRT, from Warner Center to North Hollywood. Consisting of 14 stations, 14.5 miles, and three grade separations.

Lincoln Blvd BRT Connecting LAX to Santa Monica – A bus rapid transit corridor from the Airport Metro Connector (96th St Station) north along Lincoln Blvd, terminating at 4th/Colorado (Expo Line). Approximately 8.8 miles.

Green Line to Norwalk Metrolink Station – A 2.8 mile light rail extension of the Metro Green Line from its existing terminus at the I-605 in Norwalk/Santa Fe Springs Metrolink Station.

Sepulveda Pass Corridor – Westwood to LAX – An approximately 10 mile extension from the Metro Purple Line Wilshire/Westwood Station to the Airport Metro Connector Station at 96th Street/Aviation Blvd at LAX. Explore appropriate connectors to the Purple Line including at Bundy.

Crenshaw/LAX Track Enhancement Project – The Crenshaw/LAX project is a light rail line, currently under construction, a portion of which runs in a trench adjacent to the LAX runways and the LAX Runway Protection Zone. Metro is installing a cover over the portion of the below grade trench that are currently open. The Final Environmental Statement/Final Environmental Impact Report (FEIS/FEIR) describes this condition and requires that this trench be covered in its entirety when funding becomes available.

Complete LA River Bike Path – San Fernando Valley Gap Closure – This project will close approximately 12 miles of gaps in the existing LA River Bike Path--from Canoga Park to the City of Glendale--where it will connect to an existing path that ends in Elysian Valley, north of Downtown LA, yielding 26 miles of continuous bike path. (Combined with completion of the 8-mile LA River Bike Path Central Connector, the 51-mile LA River Bike Path--from Canoga Park to Long Beach--would be completed.)

LA River Waterway & System Bike Path – Central Connector – This project will close an approximately 8 mile gap in the existing LA River Bike Path from Elysian Valley through Downtown Los Angeles and the City of Vernon to the City of Maywood, yielding 31 miles of continuous path. (Combined with completion of the 12-mile LA River Bike Path San Fernando Valley Connector, the 51-mile LA River Bike Path--from Canoga Park to Long Beach--would be completed.)

City of San Fernando Bike Master Plan – This project will create a bike path to run along the Pacoima Wash.

Historic Downtown Streetcar – This streetcar project is located in downtown Los Angeles with a round-trip length of approximately 3.8 miles. It would run within existing traffic lanes from 1st Street on the north to 11th Street on the south.