

# Active Transportation Financing and L.A. County's Measure M

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Presentation for Safe Routes to School National Partnership  
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**Jessica Meaney**  
Executive Director



**Alfonso Directo Jr.**  
Policy Analyst

# Objectives

How L.A. County developed a funding stream for active transportation projects from 2016

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1. Introduction
2. Motivating force
3. Milestones
  - a. Recognize omissions
  - b. Cultivate common ground
  - c. Meet the need
4. What resulted, so far
  - a. \$4 billion over 40 years
5. Lessons learned



# Motivating force



# CA Senate Bill 375 (2008) + Transportation Advocacy

- Enacted to **reduce greenhouse gas emissions** from passenger vehicles
- Supplements Calif. AB 32 (2006)
- Tasks metropolitan planning organizations with **developing a sustainable communities strategy to meet state GHG reduction targets**

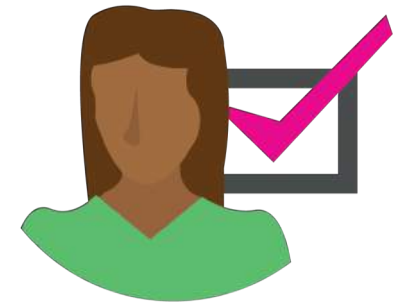


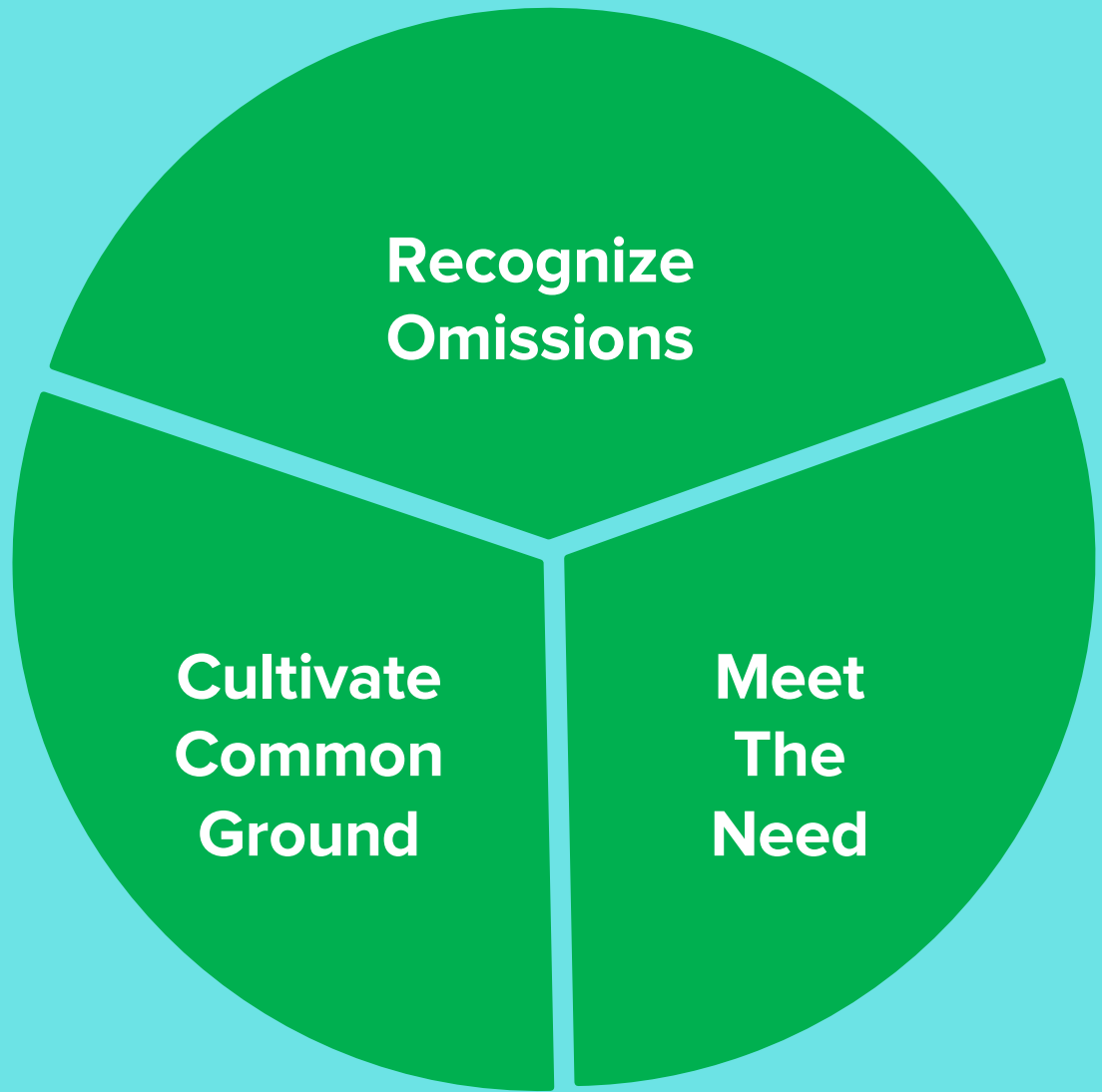
# Timeline



Sales taxes as primary way to fund transportation investments in Los Angeles County

Before Measure M, close to 70% of funding from three existing 1/2-cent sales taxes





# Milestones



# Recognizing omissions

**What kinds of investments will be necessary to reduce car trips to meet Calif. emission reduction goals?**



- SCAG's 2012 Regional Transportation Plan (RTP)
- Active transportation and public health advocates noticed the lack of a walk and/or bike needs assessment







**How to incentivize walking and biking when infrastructure today is so meager and poor quality?**



**How to  
enhance and  
expand walk  
and bike  
infrastructure  
with no  
regionally  
identified  
need?**





**Should these investments  
serve older adults?**



**Should these investments serve families with children?**



**Should these investments serve everyone in between?**



# Cultivating common ground

Quantifying the financial,  
environmental, and public health  
need for more and better active  
transportation infrastructure



- LA County Dept. of Public Health played a key role in developing SoCal's first active transportation **funding needs assessment** by extrapolating available planning-level cost data on a per capita basis
- **\$20 billion need for LA County**
- **\$40 billion need for SoCal**



**Table 1: Estimated Active Transportation Funding Need for Los Angeles County**

Category	Quantity	Cost/Unit*	Total*
First Mile Last Mile (Stations) <sup>iii,iv,v</sup>	500	\$5,000,000	\$2,500,000,000
Safe Routes to School Infrastructure (Schools) <sup>vi,vii</sup>	2,116	\$500,000	\$1,058,000,000
Safe Routes to School Programs at All Schools (Years) <sup>viii</sup>	30	\$42,320,000	\$1,269,600,000
Great Boulevards (Miles) <sup>ix</sup>	400	\$10,000,000	\$4,000,000,000
Regional Bikeways (Miles) <sup>x</sup>	4,200	\$750,000	\$3,150,000,000
Education & Encouragement Programs (Years) <sup>xi</sup>	30	\$5,000,000	\$150,000,000
Sidewalk Repair (Miles) <sup>xii,xiii</sup>	10,000	\$750,000	\$7,500,000,000
<b>Total Funding Need – 30 year scenario</b>			<b>\$19,627,600,000</b>
		<i>*All estimates in 2014 dollars</i>	



# Cultivating common ground

Quantifying the need with a broad range of stakeholders



California Walks  
Stepping Up for Health, Equity, & Sustainability



day one



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# Cultivating common ground

When people walk and bike instead of drive, people can collectively ...



... reduce vehicle emissions.



... increase physical activity and lower total # of drivers who can be involved in crashes, thus lowering propensity for traffic fatalities.



... become more familiar with transit stops and stations.



# Meeting the need

Quantify then meet the need with  
the regional transportation agency



- 2013-16: Advocates became a stakeholder in developing the **funding measure, Measure M**
- 2014-16: Board motion directed staff to prepare LA County active transportation **financial needs assessment + strategic plan**



# Getting to a financial needs assessment



# Strengthening advocate's influence with polling



**74%** of Los Angeles County voters favor using LA County ballot measure funds for **fixing sidewalks**, including more **street trees, benches, wider sidewalks, lighting, and more separation from cars.**

For more on our survey:  
[www.tinyurl.com/InvestingInPlaceSurvey](http://www.tinyurl.com/InvestingInPlaceSurvey)

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Following



Humbled to see @metrolosangeles #Metroplan ordinance include sidewalks in 75 word summary. See the clever tradeoff

1	<b>Los Angeles County Traffic Improvement Plan.</b>
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 <del>all</del> -funds controlled locally?
8	

RETWEETS

5

LIKES

6



9:28 AM - 23 Jun 2016



↻ 5

♥ 6





**What resulted**



# What did we win

Strong advocacy from a deep dive into Measure M's proposed expenditures



#MetroPlan2050: Analysis of Metro's Draft Expenditure Plan  
March 29, 2016 Response #1

## #MetroPlan2050: Analysis of Metro's Draft Expenditure Plan

### Executive Summary

Metro is the primary planner, funder, designer, and builder of Los Angeles' transportation system. As such, Metro has a unique role to ensure the transportation system — even those built and operated by other agencies — provide safe, accessible, and reliable transportation options. The expenditure of Angeles County's fourth transportation sales tax reflects Metro's vision that programs will fulfill this mission.

Like Measure R in 2008, the new potential ballot measure would fund Metro's rail network, widen congested freeways, increase transit options on streets. However, this new measure adds new categories of funding to Measure R, including state of good repair, a new bus rapid transit program for active transportation. These additional programs are an effort to provide a system that is otherwise dominated by major capital projects that do not benefit residents.

### Investing in Place Active Transportation Projects of Interest March 29, 2016

	2016-2057 LRTP other funding (2015\$)	Cost estimate in year of expenditure	Proposed Ballot Measure funding (2015\$ thousands)
<b>SUMMARY:</b>			
Active Transportation Projects	\$ -	\$ 506,484	\$ 430,000
Subregional Active Transportation Programs	\$ -	\$ 3,029,738	\$ 1,489,500
Regional Active Transportation Programs	\$ -	\$ 1,184,307	\$ 600,000
<b>Total AT</b>	<b>\$ -</b>	<b>\$ 4,720,529</b>	<b>\$ 2,519,500</b>
Subregional Complete Streets Programs	\$ -	\$ 2,688,469	\$ 1,200,000
<b>Total AT + Complete Streets (CS)</b>	<b>\$ -</b>	<b>\$ 7,408,998</b>	<b>\$ 3,719,500</b>
BRT Projects	\$ -	\$ 398,717	\$ 25,000
Subregional BRT Programs	\$ -	\$ 346,170	\$ 250,000
Regional BRT Programs	\$ 400,000	\$ 1,007,745	\$ 350,000
<b>Total Arterial BRT</b>	<b>\$ 400,000</b>	<b>\$ 1,752,632</b>	<b>\$ 625,000</b>





# Strong Advocacy and Political Influence



# What did we win (\$\$)

Ongoing funding stream for sidewalks, crosswalks, safe routes to school, first/last mile access to transit and bicycle lanes!

- \$4 billion over 40 years (about 6-8% of the measure in next 40 years) allocated to active transportation programs and projects
  - Dedicated allocation – *LA Metro*
  - Subregional allocation – *Subregional councils (9 total in LA County)*
  - Local allocation – *Cities (88 total in LA County)*



# Measure M Programs

## *Measure M funding categories*

Major Projects - 3% Local Contribution

● **Subregional Programs**

● **2%\* Active Transportation**

1%\* Regional Rail

5%\* Rail Operations

20%\* Transit Operations

2%\* ADA/Senior/Student

2%\* State of Good Repair

● **Local Return**

Part of \$10 billion over 40 years

\$430 million over 40 years

City discretionary spending

\* Percent of sales tax revenue



# Lessons learned



# Lessons

- **Cultivate social equity champions early**
- Do your own polling
- Advocacy did not end on election day, ongoing need through **implementation**
- UCLA study: Voters supported Measure M for **partisan reasons** and showed little interest in riding transit or supporting complementary transit policies (Manville, 2019)



# Thank you

[jessica@investinginplace.org](mailto:jessica@investinginplace.org)

[alfonso@investinginplace.org](mailto:alfonso@investinginplace.org)



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