

MOTION BY GARCIA, BONIN, SOLIS, and HAHN

Measure M Master Guidelines –
Section X. Multi-Year Programs (Highway Subfunds)

The Measure M Master Guidelines presented in June 2017 define Multi-Year Programs Highway Subfund Projects in a manner that prioritizes the movement of private automobiles over all other modes of transportation.

In 2014, the Metro Board of Directors unanimously adopted a countywide “Complete Streets” policy, the goal of which is to demonstrate Metro’s “ongoing commitment to improving mobility in the region and ensuring that streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices.” The policy further laid out goals to “improve safety for all users on the transportation network” and to “establish active transportation improvements as integral elements of the countywide transportation system.” The approval of Measure M provides an opportunity to meaningfully implement this policy as part of ongoing efforts to improve mobility, access, and safety throughout the county transportation network.

WE THEREFORE MOVE that the Measure M Guidelines’ definition of “Highway Efficiency and Operational Improvements” for Highway Subfund Projects be amended to include Active Transportation, Complete Streets, and Innovative Mobility Transportation projects as an eligible expenditure of these funds.

WE FURTHER MOVE to remove any reference in this section of the guidelines to “Level of Service”. We intend that, in accordance with Metro’s Complete Streets policy, these Multi-Year Highway Subfunds shall be spent on operational improvements for movement of people traveling on foot, by bike, or by transit, in addition to automobile travel, in order to optimize the safe movement of people by all modes.