

## **MEASURE M PROMISES**

PARAMOUNT – Measure M, the transportation sales tax increase on next month’s ballot, promises much, with a projected \$121 billion in revenue and a 40-year list of transportation improvements. These promises include:

### Promised Oversight in Measure M

The Metropolitan Transportation Authority’s webpage on Measure M reads: “Measure M includes provisions establishing an independent oversight process including a Taxpayer Oversight Committee and annual audits.”

The actual text of Measure M says that the Taxpayer Oversight Committee will be chosen by “three (3) persons, each of whom shall be members of the Metro Board of Directors, or their designee.” Also, “[a] Committee member may be removed at any time by the appointing authority.”

**Which means – the MTA chooses its own oversight committee, and it can remove anyone on that committee whenever it chooses.**

### Promised Goals of Measure M

The very first goal set forth in the Preamble to Measure M reads: “**Improve freeway traffic flow**; reduce bottlenecks and ease traffic congestion.” (Emphasis in the original.)

The actual spending plan for Measure M allocates less than 20 percent of the money to freeway work, and much of that work comes decades after Measure M would take effect.

If you drive the stretch of I-5 that runs through southeast L.A. County, Measure M work will be finished there in 2042. If the I-605 and I-10 interchange is on your travels, that work starts up the next year, in 2043. And if the South Bay Curve on I-405 is part of your drive, MTA will wrap up work there in 2047.

**Which means – while Measure M’s first written goal is to improve freeway traffic flow, Measure M’s project schedule puts other work first.**

### Promised Funding in Measure M

“Measure M is expected to generate an estimated \$860 million a year in 2017 dollars,” according to the MTA’s website.

One Measure M project alone, a rail tunnel under the Sepulveda Pass, is estimated by MTA to cost close to 17 billion dollars. Historically, even with the best intentions, major public works projects regularly cost more than anticipated. Under the previous transportation sales tax increase, Measure R, MTA cost overruns added up to nearly \$1 billion dollars.

**Which means – higher project costs or lower sales tax revenues could result in less money than planned for projects scheduled in the later years of Measure M.**

Measure M is 23 pages long, plus an attached list of projects, dates and dollar amounts. We believe it is worth reading in full.

More information, including the full text of Measure M, can be found at [gatewaycog.org/gateway/measure-m](http://gatewaycog.org/gateway/measure-m).

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