

THE PROMISE(S) OF MEASURE M

Measure M promises to build a 21st Century transportation network of subway, light rail, bus rapid transit, bus and bike lanes into every corner of LA County with the goal of easing traffic congestion.

Important freeway and highway repairs will not be complete before 2040. Later for some projects, and if you are waiting for the Green Line extension in Norwalk, your first ride will be in 2052.

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Measure M puts “improve freeway traffic flow” at the top of its to-do list.

Of the projected \$121 billion Measure M will generate over 40 years, less than 20% of the funding is scheduled to fix the 5, 405, 605, 110, 57, 71, 60, 710; more than four dollars of every five will be used to meet other priorities.

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Measure M supporters say it will “unclog the 605 *immediately* with \$1 billion in bottleneck fixes.”

The text of Measure M says work on the I-605 and I-10 interchange will begin in 2043. Work on the I-605-SR 60 interchange also starts in 2043.

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Measure M promises citizen oversight, transparency and accountability.

The Measure M oversight panel is appointed by the MTA, and its members can be removed by the MTA at any time. MTA cost overruns were nearly \$1 billion under Measure R (the previous transportation tax).

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Measure M is officially described as the “Los Angeles County Transportation Traffic Improvement Plan.”

South Bay and Southeast L.A. County taxpayers will be paying higher sales taxes right away, even though they will not receive meaningful relief from traffic congestion for decades.