"Los Angeles County Safe and Efficient Light Rail Grade Separation Act" or similar.

Ballot Summary (approximate; ~100 words or less per common practice)

This measure requires the Los Angeles County Metropolitan Transportation Authority (LA Metro) to prioritize and complete full grade separation (elevated or underground structures eliminating at-grade crossings) for all existing and planned light rail lines in Los Angeles County. Additionally it mandates that all Metro light rail, as defined here, will have stations platforms be lengthened to accommodate 6 car trains. for added protection to riders. It mandates use of available funding from Measure R (2008) and Measure M (2016) transportation sales tax revenues, consistent with their voter-approved purposes for highway and /road improvements, and safety enhancements. It establishes a 10 year timeline, and oversight to ensure implementation while minimizing disruption to road users and transit service. Fiscal impact: reallocates existing dedicated highway and roadway funds; potential for bonds or accelerated project delivery.

Full Text of the Proposed Ordinance (Initiative Measure)

AN ORDINANCE OF THE PEOPLE OF THE COUNTY OF LOS ANGELES AMENDING APPLICABLE PROVISIONS GOVERNING THE EXPENDITURE OF MEASURE R AND MEASURE M FUNDS TO REQUIRE GRADE SEPARATION OF LIGHT RAIL LINES

The People of the County of Los Angeles do ordain as follows:

Section 1. Findings and Declarations.

(a) The voters of Los Angeles County approved Measure R in 2008 and Measure M in 2016, establishing dedicated sales tax revenues for transportation improvements, including transit capital projects, rail expansion, highway and road enhancements, safety improvements, and local return, generating tens of billions of dollars for critical infrastructure.

(b) Many Metro light rail lines operate with at-grade crossings, leading to safety hazards, delays for vehicles and pedestrians, reduced transit reliability, efficiency, speed and conflicts with road traffic.

(c) Grade separation—constructing structures to fully separate light rail tracks from roadways (via overpasses, underpasses, or other means)—is a proven method to enhance safety, increase train speeds and frequencies, improve traffic flow, and maximize the return on voter-approved transit investments.

(d) It is the intent of the voters to direct LA Metro to use eligible portions of Measure R (Ordinance No. 08-01) and Measure M funds (including those allocated for transit capital projects, new rail/bus rapid transit, highway capital investments, local return programs where applicable, and related safety/operational improvements) to achieve full grade separation of all light rail lines as a high priority.

Section 2. Definitions.

For purposes of this Ordinance:

(a) "LA Metro" or "Metro" means the Los Angeles County Metropolitan Transportation Authority.

(b) "Light Rail Lines" means all existing light rail transit lines operated or planned by Metro within Los Angeles County, including and limited to the A, E, C and K lines.

(c) "Grade Separation" means the complete physical separation of light rail tracks from public roadways, streets, or crossings at grade through elevated structures, tunnels, underpasses, overpasses, or equivalent engineering solutions that eliminate surface-level intersections with vehicular, pedestrian, or bicycle traffic, consistent with applicable safety and design standards (e.g., FRA, CPUC, or Metro guidelines).

(d) "Measure R and Measure M Funds" means all revenues, allocations, bonds, or proceeds derived from the sales taxes approved under Measure R (2008) and Measure M (2016), including any subfunds for transit capital, highway improvements, or related categories.

Section 3. Mandate for Grade Separation.

(a) LA Metro shall prioritize and undertake all necessary planning, environmental review, design, engineering, right-of-way acquisition, construction, and related activities to achieve full grade separation on all Light Rail Lines in Los Angeles County.

(b) Metro shall develop and adopt a comprehensive Grade Separation Master Plan within 12 months of the effective date of this Ordinance, identifying all at-grade crossings, phased implementation schedule, cost estimates, and funding sources. The plan shall aim for substantial completion of priority separations within 10 years and full system-wide separation as feasible within the lifespan of Measure R and M revenues.

(c) To the maximum extent permitted by law and consistent with the voter-approved Expenditure Plans for Measures R and M, Metro shall allocate and expend Measure R and Measure M Funds for these purposes, including but not limited to transit capital project allocations (e.g., 35% under Measure R for new rail/BRT), highway capital investments, safety enhancements, and any flexible or subregional funds. Metro may supplement with other eligible federal, state, local, or bonding sources.

(d) Metro shall not divert or reprogram funds away from grade separation projects without explicit voter approval or a finding of impossibility certified by the Metro Board and subject to independent oversight review.

Section 4. Implementation, Timelines, and Oversight.

(a) Annual Reporting: Metro shall provide annual public reports to the Metro Board, County Board of Supervisors, and an Independent Taxpayer Oversight Committee detailing progress, expenditures, timelines, and any obstacles.

(b) Acceleration: Metro is authorized and encouraged to issue bonds, seek grants, pursue public-private partnerships, or use innovative delivery methods (e.g., design-build) to expedite projects using Measure R/M revenues as security where allowable.
(c) Coordination: Metro shall coordinate with cities, Caltrans, CPUC, and other agencies to minimize construction impacts and integrate with road improvements funded by the same measures.
(d) Enforcement: This Ordinance may be enforced through appropriate legal action by the County, affected municipalities, or taxpayers consistent with California law. Any violation may result in withholding of further discretionary allocations until compliance.
Section 5. Severability.
If any provision of this Ordinance or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision.
Section 6. Effective Date.
This Ordinance shall take effect immediately upon approval by a majority of the voters at the election.
Section 7. Amendment.
This Ordinance may be amended only by a subsequent vote of the people of Los Angeles County or as otherwise provided by law.