



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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**36**

**REGULAR BOARD MEETING  
JULY 24, 2008**

**SUBJECT: SALES TAX MEASURE**

**ACTION: ADOPT SALES TAX MEASURE ORDINANCE, RESOLUTION FOR  
PLACEMENT AND FY09 BUDGET AMENDMENT**

**RECOMMENDATION**

Adopt:

- A. the ordinance, including Expenditure Plan, ballot language and Five-Point plan, to implement a transportation sales tax measure contained in Attachment A;
- B. the resolution requesting the Los Angeles County Board of Supervisors to place the ordinance on the ballot for the November 4, 2008 countywide general election contained in Attachment B; and
- C. an amendment to the FY09 Budget to add \$8.4 million to cover additional election-related costs.

**ISSUE**

At the June 2008 Board meeting, an ordinance, including an expenditure plan and ballot language, was introduced to place a transportation sales tax measure on the ballot for the November 4, 2008 countywide general election. The Board must now adopt the ordinance including the expenditure plan and ballot language, and the resolution calling for an election. The July 2008 Board meeting is the last opportunity to approve these documents at a regularly scheduled Board meeting and meet the November 4, 2008 general election filing deadlines. Finally, the projected costs related to the election exceeded the FY09 budgeted amount and will now require a budget amendment to cover these election costs.

**POLICY IMPLICATIONS**

The purpose of the ordinance is to impose a half-cent sales tax pursuant to the requirements of AB 2321 (Feuer). The sales tax measure must be approved by a majority of the Board and by a two-thirds majority of the voters. A key element of the ordinance, as required under AB 2321, is an expenditure plan. The expenditure plan must include a list of projects to be funded with the sales tax revenues collected, the estimated budget for each project, the dates

funds will be available for each project, estimated project completion dates and sources of funds to be used to match the sales tax dollars. The resolution (Attachment B) requests that the Los Angeles County Board of Supervisors place the sales tax on the November 2008 ballot. A sales tax is one way to implement a more robust transportation system that will better enable the county to keep pace with population and employment growth, and maintain mobility.

## **OPTIONS**

Staff considered two options. One option is not to move forward with a sales tax measure and avoid the costs related to placement of the ballot measure. However, this option would eliminate the possibility of funding needed projects. A second option was to utilize the Board's existing authority under the Public Utilities Code pursuant to SB314 (Murray). However, the sales tax would sunset after only 6 ½ years which is not enough time to implement all the needed transit and roadway improvements.

## **FINANCIAL IMPACT**

The full cost to place the sales tax measure on the ballot is \$11.4 million. The FY09 budget allocated \$3 million for this effort. Therefore an amendment to add \$8.4 million to the FY09 budget is necessary to cover these costs. The election costs consist of approximately \$7.3 million (\$1.75 per registered voter x 4.2 million registered voters) that must be paid to the County to place the measure on the ballot and \$4.1 million (\$1.25 per household x 3.3 million households) to provide the public with information concerning the measure. The amount that was budgeted, \$3 million, is in fund #2115 – Prop A Administration, Cost Center #0511 – Finance Non-departmental, Project/Task #100002/07.01 – Election Costs. The original budget estimate was based on the cost of placing MTA Reform and Accountability Act on the ballot in 1998 plus 50%. The additional \$8.4 million will come from interest earnings on our TCRP Letter of No Prejudice repayment funds.

## **BACKGROUND**

### **Sales Tax Measure Ordinance**

The ordinance was revised to reflect comments submitted during the June 26 – July 11, 2008 comment period. This ordinance includes the expenditure plan as required by AB 2321 (Feuer) and the ballot language. The expenditure plan presented in June was revised to incorporate more detail on the highway projects. Staff has also provided an analysis (submitted via board box) of geographic balance based on population and employment. Additionally, the Five-Point Plan will be included as attachment B to the ordinance to facilitate the provision of public information. The Five-Point Plan provides details of projects included in the expenditure plan

It is important to note that the sales tax ordinance provides that it will be based on AB 2321 at the time the ordinance is approved by the Board. Therefore substantial changes to AB 2321 by the legislature after the Board adopts the ordinance could invalidate our sales tax effort.

### Resolution

The resolution was drafted in consultation with the Office of the Registrar-Recorder/County Clerk to ensure that the resolution that is submitted to them is acceptable.

### Public Information Materials

An information pamphlet is being developed to inform Los Angeles County voters of the proposed measure similar to the booklet the Orange County Transportation Commission distributed to the public during their recent successful effort to extend the term of their local sales tax measure. The information materials will be sent to all registered voters in the county. A summary of how much revenue will be raised through the sales tax measure and what transportation improvements will be implemented if the measure is approved.

All attachments are provided as of the time of publication of this report. Updated materials will be distributed as they become available.

### **NEXT STEPS**

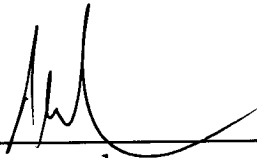
Staff will submit the resolution, the proposed ballot measure and back-up documentation to the offices of the County Registrar-Recorder/County Clerk and County Board of Supervisors by the August 8, 2008 deadline. The Letter T will be requested as the letter designation (with M and R as alternatives) the public informational materials on the proposed measure will be finalized and sent out to all Los Angeles County registered voters. We will also continue to work with legislative staff to monitor the progress of AB 2321.

### **ATTACHMENTS**

Attachments submitted are the last version at time of distribution. Final documents will be distributed under separate cover as they are updated and made available.

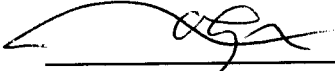
- A. Draft Ordinance (including draft Five Point Plan – what will become attachment B of the ordinance)
- B. Draft Resolution

Prepared by: Matt Raymond, Chief Communications Officer  
Cosette Stark, Director, Research and Development



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Matt Raymond  
Chief Communications Officer



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Roger Snoble  
Chief Executive Officer

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**Ordinance #\_\_**  
**Traffic Relief and Rail Expansion Ordinance**  
(WORKING DRAFT 8-1)

**PREAMBLE**

Mobility in Los Angeles County is a necessity and requires an aggressive, responsible and accountable plan to meet the transportation needs of its more than 10 million residents.

- 1. **RAIL EXPANSION:**  
Double the size of the county’s Metro rail system, including direct airport connections
- 2. **LOCAL STREET IMPROVEMENTS:**  
Repair streets, fill potholes, and make intersections safer in each community
- 3. **TRAFFIC REDUCTION:**  
Synchronize traffic signals, lessen congestion, enhance safety and improve flow on LA County freeways, highways and neighborhood streets
- 4. **BETTER PUBLIC TRANSPORTATION:**  
Make public transportation more convenient and affordable - especially for seniors, students, disabled and commuters
- 5. **QUALITY OF LIFE:**  
Provide alternatives to high gas prices, stimulate the local economy, create jobs, reduce pollution and decrease dependency on foreign oil

**SECTION 1. TITLE**

This Ordinance shall be known and may be cited as the Traffic Relief and Rail Expansion Ordinance. The word “Ordinance,” as used herein, shall include Attachment A entitled “Expenditure Plan” and Attachment B entitled “Five Point Plan,” which are attached hereto and incorporated by reference as if fully set forth herein.

**SECTION 2. SUMMARY**

This Ordinance provides for the establishment and implementation of a retail transactions and use tax at the rate of one-half of one percent (.5%) for a period of thirty (30) years and an expenditure plan.

SECTION 3. DEFINITIONS

The following words, whenever used in this Ordinance, shall have the meanings as set forth below:

“Board of Equalization” means the California State Board of Equalization.

“Capital Project” means a project or program described in Attachment A as a “Capital Project.”

“Expenditure Plan” means that expenditure plan for the revenues derived from a Sales Tax imposed pursuant to this Ordinance, and any other identified state and local funding, as required under proposed amended Section 130350.5(f) of the Public Utilities Code.

“Gross Sales Tax” means the amount of Sales Taxes collected by the Board of Equalization pursuant to this Ordinance.

“Interest” means interest and other earnings on cash balances.

“Metro” means the Los Angeles County Metropolitan Transportation Authority or any successor entity.

“Net Revenues” means Sales Tax Revenues minus any amount expended on administrative costs pursuant to Section 10.

“Sales Tax” means a retail transactions and use tax.

“Sales Tax Revenues” means the Gross Sales Tax minus any refunds and any fees imposed by the Board of Equalization for the performance of functions incident to the administration and operation of this Ordinance.

SECTION 4. STATUTORY AUTHORITY

This Ordinance is enacted, in part, pursuant to:

a. Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code;

b. Division 12 (commencing with Section 130000) of the California Public Utilities Code;

c. Proposed amendments to Section 130350.5 of the California Public Utilities Code adopted during the 2007-2008 legislative session.

SECTION 5. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX

a. Subject to the limits imposed by this Ordinance, Metro hereby imposes, in the incorporated and unincorporated territory of Los Angeles County, a Sales Tax

1 at the rate of one-half of one percent (.5%) for a period of thirty (30) years beginning  
2 on the first day of the first calendar quarter commencing not less than 180 days after  
3 the adoption of this Ordinance by the voters.

4 b. This Sales Tax shall be in addition to any other taxes authorized by law,  
5 including any existing or future state or local Sales Tax. The imposition,  
6 administration and collection of the tax shall be in accordance with all applicable  
7 statutes, laws, and rules and regulations prescribed and adopted by the Board of  
8 Equalization.

9 c. Pursuant to proposed amended Section 130350.5(d) of the Public  
10 Utilities Code, the tax rate authorized by this section shall not be considered for  
11 purposes of the combined rate limit established by Section 7251.1 of the Revenue  
12 and Taxation Code.

13 d. Pursuant to the provisions of Section 7262.2 of the Revenue and  
14 Taxation Code, the required provisions of Sections 7261 and 7262 of that Code as  
15 now in effect or as later amended are adopted by reference in this Ordinance.

16 e. This Ordinance incorporates provisions identical to those of the Sales  
17 and Use Tax Law of the State of California insofar as those provisions are not  
18 inconsistent with the requirements and limitations contained in Part 1.6 of Division 2  
19 of the Revenue and Taxation Code.

20 f. The Sales Tax shall be administered and collected by the Board of  
21 Equalization in a manner that adapts itself as fully as practicable to, and requires the  
22 least possible deviation from, the existing statutory and administrative procedures  
23 followed by the Board of Equalization in administering and collecting the California  
24 State Sales and Use Taxes.

25 g. This Sales Tax shall be administered in a manner that will be, to the  
26 greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of  
27 the Revenue and Taxation Code, minimize the cost of collecting the transactions and  
28 use taxes, and at the same time, minimize the burden of record keeping upon  
29 persons subject to taxation under the provisions of this Ordinance.

30  
31 SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

32 a. CONTRACT WITH STATE. Prior to the operative date, Metro shall  
33 contract with the Board of Equalization to perform all functions incident to the  
34 administration and operation of this Ordinance; provided, that if Metro shall not have

1 contracted with the Board of Equalization prior to the operative date, it shall  
2 nevertheless so contract and in such a case the operative date shall be the first day of  
3 the first calendar quarter following the execution of such a contract.

4 b. TRANSACTIONS TAX RATE. For the privilege of selling tangible  
5 personal property at retail, a tax is hereby imposed upon all retailers in the  
6 incorporated and unincorporated territory of Los Angeles County at the rate of one half  
7 of one percent (.5%) of the gross receipts of any retailer from the sale of all tangible  
8 personal property sold at retail in said territory on and after the operative date of this  
9 Ordinance.

10 c. PLACE OF SALE. For the purposes of this Ordinance, all retail sales are  
11 consummated at the place of business of the retailer unless the tangible personal  
12 property sold is delivered by the retailer or his agent to an out-of-state destination or to  
13 a common carrier for delivery to an out-of-state destination. The gross receipts from  
14 such sales shall include delivery charges, when such charges are subject to the state  
15 sales and use tax, regardless of the place to which delivery is made. In the event a  
16 retailer has no permanent place of business in the State or has more than one place of  
17 business, the place or places at which the retail sales are consummated shall be  
18 determined under rules and regulations to be prescribed and adopted by the Board of  
19 Equalization.

20 d. USE TAX RATE. An excise tax is hereby imposed on the storage, use or  
21 other consumption in Los Angeles County of tangible personal property purchased  
22 from any retailer on and after the operative date of this Ordinance for storage, use or  
23 other consumption in Los Angeles County at the rate of one half of one percent (.5%)  
24 of the sales price of the property. The sales price shall include delivery charges when  
25 such charges are subject to state sales or use tax regardless of the place to which  
26 delivery is made.

27 e. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise  
28 provided in this Ordinance and except insofar as they are inconsistent with the  
29 provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the  
30 provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and  
31 Taxation Code are hereby adopted and made a part of this Ordinance as though fully  
32 set forth herein.



1 f. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF  
2 USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and  
3 Taxation Code:

4 1. Wherever the State of California is named or referred to as the  
5 taxing agency, the name of Metro shall be substituted therefor. However, the  
6 substitution shall not be made when:

7 A. The word "State" is used as a part of the title of the State  
8 Controller, State Treasurer, State Board of Control, State Board of Equalization, State  
9 Treasury, or the Constitution of the State of California;

10 B. The result of that substitution would require action to be  
11 taken by or against Metro or any agency, officer, or employee thereof rather than by or  
12 against the Board of Equalization, in performing the functions incident to the  
13 administration or operation of this Ordinance.

14 C. In those sections, including, but not necessarily limited to  
15 sections referring to the exterior boundaries of the State of California, where the result  
16 of the substitution would be to:

17 i. Provide an exemption from this Sales Tax with  
18 respect to certain sales, storage, use or other consumption of tangible personal  
19 property which would not otherwise be exempt from this Sales Tax while such sales,  
20 storage, use or other consumption remain subject to tax by the State under the  
21 provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

22 ii. Impose this Sales Tax with respect to certain sales,  
23 storage, use or other consumption of tangible personal property which would not be  
24 subject to this Sales Tax by the state under the said provision of that code.

25 D. In Sections 6701, 6702 (except in the last sentence  
26 thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

27 2. The phrase "Los Angeles County Metropolitan Transportation  
28 Authority or any successor entity" shall be substituted for the word "State" in the  
29 phrase "retailer engaged in business in this State" in Section 6203 and in the definition  
30 of that phrase in Section 6203 of the Revenue and Taxation Code.

31 g. PERMIT NOT REQUIRED. If a seller's permit has been issued to a  
32 retailer under Section 6067 of the Revenue and Taxation Code, an additional  
33 transactor's permit shall not be required by this Ordinance.

34 h. EXEMPTIONS AND EXCLUSIONS.

1           1.       There shall be excluded from the measure of the transactions tax  
2 and the use tax the amount of any sales tax or use tax imposed by the State of  
3 California or by any city, city and county, or county pursuant to the Bradley-Burns  
4 Uniform Local Sales and Use Tax Law or the amount of any state-administered  
5 transactions or use tax.

6           2.       There are exempted from the computation of the amount of  
7 transactions tax the gross receipts from:

8                   A.       Sales of tangible personal property, other than fuel or  
9 petroleum products, to operators of aircraft to be used or consumed principally outside  
10 the County in which the sale is made and directly and exclusively in the use of such  
11 aircraft as common carriers of persons or property under the authority of the laws of  
12 this State, the United States, or any foreign government.

13                   B.       Sales of property to be used outside Los Angeles County  
14 which is shipped to a point outside Los Angeles County, pursuant to the contract of  
15 sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer  
16 to a carrier for shipment to a consignee at such point. For the purposes of this  
17 paragraph, delivery to a point outside Los Angeles County shall be satisfied:

18                           i.       With respect to vehicles (other than commercial  
19 vehicles) subject to registration pursuant to Chapter 1 (commencing with Section  
20 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section  
21 21411 of the Public Utilities Code, and undocumented vessels registered under  
22 Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an  
23 address outside Los Angeles County and by a declaration under penalty of perjury,  
24 signed by the buyer, stating that such address is, in fact, his or her principal place of  
25 residence; and

26                           ii.       With respect to commercial vehicles, by registration  
27 to a place of business outside Los Angeles County and declaration under penalty of  
28 perjury, signed by the buyer, that the vehicle will be operated from that address.

29                   C.       The sale of tangible personal property if the seller is  
30 obligated to furnish the property for a fixed price pursuant to a contract entered into  
31 prior to the operative date of this Ordinance.

32                   D.       A lease of tangible personal property which is a continuing  
33 sale of such property, for any period of time for which the lessor is obligated to lease

1 the property for an amount fixed by the lease prior to the operative date of this  
2 Ordinance.

3 E. For the purposes of subparagraphs (C) and (D) of this  
4 section, the sale or lease of tangible personal property shall be deemed not to be  
5 obligated pursuant to a contract or lease for any period of time for which any party to  
6 the contract or lease has the unconditional right to terminate the contract or lease upon  
7 notice, whether or not such right is exercised.

8 3. There are exempted from the use tax imposed by this Ordinance,  
9 the storage, use or other consumption in Los Angeles County of tangible personal  
10 property:

11 A. The gross receipts from the sale of which have been  
12 subject to a transactions tax under any state-administered transactions and use tax  
13 ordinance.

14 B. Other than fuel or petroleum products purchased by  
15 operators of aircraft and used or consumed by such operators directly and exclusively  
16 in the use of such aircraft as common carriers of persons or property for hire or  
17 compensation under a certificate of public convenience and necessity issued pursuant  
18 to the laws of this State, the United States, or any foreign government. This exemption  
19 is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue  
20 and Taxation Code of the State of California.

21 C. If the purchaser is obligated to purchase the property for a  
22 fixed price pursuant to a contract entered into prior to the operative date of this  
23 Ordinance.

24 D. If the possession of, or the exercise of any right or power  
25 over, the tangible personal property arises under a lease which is a continuing  
26 purchase of such property for any period of time for which the lessee is obligated to  
27 lease the property for an amount fixed by a lease prior to the operative date of this  
28 Ordinance.

29 E. For the purposes of subparagraphs (C) and (D) of this  
30 section, storage, use, or other consumption, or possession of, or exercise of any right  
31 or power over, tangible personal property shall be deemed not to be obligated  
32 pursuant to a contract or lease for any period of time for which any party to the  
33 contract or lease has the unconditional right to terminate the contract or lease upon  
34 notice, whether or not such right is exercised.

1 F. Except as provided in subparagraph (G), a retailer  
2 engaged in business in Los Angeles County shall not be required to collect use tax  
3 from the purchaser of tangible personal property, unless the retailer ships or delivers  
4 the property into the County or participates within the County in making the sale of the  
5 property, including, but not limited to, soliciting or receiving the order, either directly or  
6 indirectly, at a place of business of the retailer in County or through any representative,  
7 agent, canvasser, solicitor, subsidiary, or person in the County under the authority of  
8 the retailer.

9 G. "A retailer engaged in business in Los Angeles County"  
10 shall also include any retailer of any of the following: vehicles subject to registration  
11 pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle  
12 Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code,  
13 or undocumented vessels registered under Division 3.5 (commencing with Section  
14 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any  
15 purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in Los  
16 Angeles County.

17 4. Any person subject to use tax under this Ordinance may credit  
18 against that tax any transactions tax or reimbursement for transactions tax paid to a  
19 district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division  
20 2 of the Revenue and Taxation Code with respect to the sale to the person of the  
21 property the storage, use or other consumption of which is subject to the use tax.

22 i. AMENDMENTS. All amendments subsequent to the effective date of this  
23 Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales  
24 and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of  
25 the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of  
26 Division 2 of the Revenue and Taxation Code, shall automatically become a part of  
27 this Ordinance, provided however, that no such amendment shall operate so as to  
28 affect the rate of tax imposed by this Ordinance.

29 j. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of  
30 mandate or other legal or equitable process shall issue in any suit, action or  
31 proceeding in any court against the State or Metro, or against any officer of the State  
32 or Metro, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of  
33 Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax  
34 required to be collected.

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SECTION 7. USE OF REVENUES

a. All of the Net Revenues generated from the Sales Tax plus any interest or other earnings thereon, less any funds necessary for satisfaction of debt service and related requirements of all bonds issued pursuant to this Ordinance that are not satisfied out of separate allocations, shall be allocated solely for the transportation purposes described in this Ordinance.

b. Metro shall establish and administer a sales tax revenue fund with appropriate subfunds to account for the allocation categories defined in this Ordinance. All Net Revenues and Interest on Sales Tax Revenues shall be credited into the sales tax revenue fund and credited to the appropriate subfunds pursuant to the allocation ratios described in Attachment A. The moneys in the sales tax revenue fund shall be available to Metro to meet expenditure and cashflow needs of the projects and programs described in Attachment A. Metro may expend additional funds from sources other than the Sales Tax imposed pursuant to this ordinance on the projects and programs described in Attachment A. Funds shall be available for projects and programs described in Attachment A beginning in the fiscal year identified in Attachment A as "Funds Available Beginning."

c. Metro shall establish the following subfunds of the sales tax revenue fund:

- 1. Capital Projects Transit Subfund
- 2. Capital Projects Highway Subfund
- 3. Operations Subfund
- 4. Local Return Subfund
- 5. Capital Project Contingency Subfund

d. Funds in the Capital Projects Transit Subfund shall be allocated to Capital Projects identified in Attachment A as "Transit Projects." Metro shall expend no less than an amount of Net Revenues equal to the value of the amount identified in Attachment A as "New Sales Tax – Total" for each Capital Project identified in Attachment A as a "Transit Project."

1. In the event that a Capital Project identified in Attachment A as a "Transit Project" is completed without the expenditure of the amount of Net Revenues equal to the value of the amount identified in Attachment A as "New Sales Tax – Total," any surplus Net Revenues allocated to that Capital Project shall be

1 credited to the Capital Projects Transit Subfund and expended for Capital Projects  
2 located within the same subregion as the project so completed. The Board of  
3 Directors of Metro shall determine by a two-thirds vote whether a Capital Project is  
4 complete.

5 e. Funds in the Capital Projects Highway Subfund shall be allocated to  
6 Capital Projects identified in Attachment A as "Highway Projects." Metro shall  
7 expend no less than an amount of Net Revenues equal to the value of the amount  
8 identified in Attachment A as "New Sales Tax – Total" for each Capital Project  
9 identified in Attachment A as a "Highway Project."

10 1. In the event that a Capital Project identified in Attachment A as a  
11 "Highway Project" is completed without the expenditure of the amount of Net  
12 Revenues equal to the value of the amount identified in Attachment A as "New Sales  
13 Tax – Total," any surplus Net Revenues allocated to that Capital Project shall be  
14 credited to the Capital Projects Highway Subfund and expended for Capital Projects  
15 located within the same subregion as the project so completed. The Board of  
16 Directors of Metro shall determine by a two-thirds vote whether a Capital Project is  
17 complete.

18 f. Funds in the Operations Subfund shall be allocated to the projects and  
19 programs described in Attachment A as "Operations." Metro shall expend the  
20 percentage of Net Revenues identified in Attachment A as "Percent of New Sales  
21 Tax" for each project and program described in Attachment A as "Operations."

22 g. Funds in the Local Return Subfund shall be allocated to the projects  
23 and programs described in Attachment A as "Local Return." Metro shall expend the  
24 percentage of Net Revenues identified in Attachment A as "Percent of New Sales  
25 Tax" for each project and program described in Attachment A as "Local Return."

26 1. No Net Revenues distributed to a local jurisdiction pursuant to  
27 Paragraph (g) shall be used for other than transportation purposes. Any jurisdiction  
28 that violates this provision must fully reimburse Metro, including Interest thereon, for  
29 the Net Revenues misspent and shall be deemed ineligible to receive Net Revenues  
30 for a period of three (3) years.

31 2. To the extent that funds are returned to local jurisdictions  
32 pursuant to this paragraph, the receipt, maintenance and expenditure of such funds  
33 shall be distinguishable in each jurisdiction's accounting records from other funding  
34 sources, and expenditures of such funds shall be distinguishable by program or

1 project. Interest earned on funds allocated pursuant to this paragraph shall be  
2 expended only for those purposes for which the funds were allocated.

3 h. Funds in the Capital Project Contingency Subfund shall be allocated as  
4 needed to provide additional funding for Capital Projects. Metro may expend funds  
5 in the Capital Project Contingency Subfund for debt service, excluding payments for  
6 principal, or to offset the costs of inflation as required in Section 7(d) and Section  
7 7(e) of this Ordinance.

8 1. Metro may enter into an agreement with the Board of  
9 Equalization whereby funds expended for debt service are distributed directly to a  
10 person or entity designated by Metro and are not deposited into the sales tax  
11 revenue fund. Any funds distributed in this manner shall be credited to the Capital  
12 Project Contingency Subfund.

13 i. Metro shall propose the projects and programs in Attachment A for  
14 inclusion in the Long Range Transportation Plan.

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16 SECTION 8. INDEPENDENT CITIZENS' ADVISORY AND OVERSIGHT  
17 COMMITTEE

18  
19 **[To be determined]**

20  
21 SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

22 a. It is the intent of the Legislature, as stated in Public Utilities Code  
23 proposed amended Section 130350.5(e), and Metro, that revenues provided from  
24 this Ordinance to local jurisdictions in Los Angeles County under the projects and  
25 programs described in Attachment A as "Local Return" be used to augment, not  
26 supplant, existing local revenues being used for transportation purposes.

27 b. Metro shall develop guidelines which, at a minimum, specify  
28 maintenance of effort requirements for the local return program, matching funds, and  
29 administrative requirements for the recipients of revenue derived from the Sales Tax.

30  
31 SECTION 10. COSTS OF ADMINISTRATION

32 Gross Sales Tax revenues may be appropriated by Metro for administrative  
33 costs, including contractual services; however in no case shall the Gross Sales Tax

1 revenues appropriated for such costs exceed more than one and one-half percent  
2 (1.5%) of the Gross Sales Tax revenues in any year.

3  
4 SECTION 11. AMENDMENTS

5 A. Metro may amend this Ordinance, including Attachment A, with the  
6 exception of Section 11, for any purpose, including as necessary to account for the  
7 results of any environmental review required under the California Environmental  
8 Quality Act of the individual specific projects listed in Attachment A. Any such  
9 amendments shall be approved by a vote of not less than two-thirds (2/3) of the  
10 Metro Board of Directors. Metro shall hold a public meeting on proposed  
11 amendments prior to adoption. Metro shall provide notice to the Los Angeles County  
12 Board of Supervisors, the city council of each city in Los Angeles County, and the  
13 public of the public meeting and proposed amendments, and provide them with a  
14 copy of the proposed amendments, at least 30 days prior to the public meeting.  
15 Amendments shall become effective forty-five days after adoption.

16 B. Notwithstanding Section 11(A) of this Ordinance, Metro shall not adopt  
17 any amendment to this Ordinance, including Attachment A, that reduces Net  
18 Revenues allocated to the Capitol Projects Transit Subfund or the Capitol Projects  
19 Highway Subfund prior to the year 2019. Subsequent to the year 2019, Metro shall  
20 not adopt any such an amendment more than once in any ten (10) year period.

21 C. Metro may amend Section 11 of this Ordinance if such amendments are  
22 approved by a vote of not less than two-thirds (2/3) of the Metro Board of Directors  
23 and are approved by a simple majority vote of the electors. Metro shall hold a public  
24 meeting on proposed amendments prior to adoption by the Board. Metro shall  
25 provide notice to the Los Angeles County Board of Supervisors, the city council of  
26 each city in Los Angeles County, and the public of the public meeting and proposed  
27 amendments, and provide them with a copy of the proposed amendments, at least  
28 30 days prior to the public meeting. Amendments shall become effective forty-five  
29 days after adoption by the electors.

30  
31 SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

32 Metro is authorized to issue limited tax bonds, from time to time, payable from  
33 and secured by Sales Tax Revenues to finance any program or project in the  
34 Expenditure Plan, pursuant to Sections 130500 et seq. of the Public Utilities Code, and



1 any successor act. As additional security, such bonds may be further payable from  
2 and secured by farebox revenues or general revenues of Metro, on a basis  
3 subordinate to Metro's existing General Revenue Bonds, or any other available source  
4 of Metro's revenues, in each case as specified in a resolution adopted by a majority of  
5 Metro's Board of Directors. The maximum bonded indebtedness, including issuance  
6 costs, interest, reserve requirements and bond insurance, shall not exceed the total  
7 amount of the Gross Sales Tax. Nothing herein shall limit or restrict in any way the  
8 power and authority of Metro to issue bonds, notes or other obligations, to enter into  
9 loan agreements, leases, reimbursement agreements, standby bond purchase  
10 agreements, interest rate swap agreements or other derivative contracts or to engage  
11 in any other transaction under the Government Code, the Public Utilities Code or any  
12 other law.

13  
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15  
16 SECTION 13. APPROPRIATIONS LIMIT

17 Article XIIB of the California Constitution requires certain governmental entities  
18 to establish an annual appropriations limit. This appropriations limit is subject to  
19 adjustment as provided by law. To the extent required by law, Metro shall establish an  
20 annual appropriations limit and expenditures of the retail transactions and use tax shall  
21 be subject to such limit.

22  
23 SECTION 14. REQUEST FOR AN ELECTION

24 Pursuant to California Public Utilities Code Section 130351, Metro hereby  
25 requests that the County of Los Angeles Board of Supervisors call a special election  
26 to be conducted by the County of Los Angeles on November 4, 2008, to place this  
27 Ordinance before the electors. The ballot language shall read as follows:

28  
29 **Los Angeles County Traffic Reduction and Safety, Light Rail Extension, Air**  
30 **Pollution Prevention and Reduction of Foreign Oil Dependence Measure**

- 31  
32  
33  
34
- Synchronize traffic signals;
  - Repair potholes;
  - Extend light rail / connect to airports;

- Improve freeway traffic flow (5, 10, 60, 91, 101, 105, 110, 138, 210, 405, 605, 710);
- Keep senior / student / disabled bus fares low;
- Convert to cleaner burning buses;
- Expand subway / Metrolink / bus service;
- Dedicate millions to each community for traffic relief;

Shall the Los Angeles County sales tax be increased by one-half cent for 30 years, with local control, independent audits, public review of expenditures?

**SECTION 15. STATUTORY REFERENCES**

References in this Ordinance to proposed amendments to Section 130350.5 of the Public Utilities Code are to Section 130350.5 as amended or added by Assembly Bill 2321 of the 2007-2008 legislative session.

**SECTION 16. EFFECTIVE AND OPERATIVE DATES**

a. This Ordinance shall be effective on January 2, 2009, if (i) two-thirds (2/3) of the electors voting on the measure authorizing the imposition of the Sales Tax vote to authorize its enactment at the statewide general election scheduled for November 4, 2008; and (ii) a California state statute that requires Metro to include in Attachment A the projects, programs, and funding levels enumerated below, and no California state statute that requires Metro to provide funding for any additional projects or programs or provide a level of funding greater than described below, is adopted by the California Legislature and becomes effective prior to January 2, 2009.

1. Exposition Boulevard Light Rail Transit Project from downtown Los Angeles to Santa Monica. The sum of nine hundred twenty-five million dollars (\$925,000,000).

2. Crenshaw Transit Corridor from Wilshire Boulevard to Los Angeles International Airport along Crenshaw Boulevard. The sum of two hundred thirty-five million five hundred thousand dollars (\$235,500,000).

3. San Fernando Valley North-South Rapidways. The sum of one hundred million five hundred thousand dollars (\$100,500,000).

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- 4. Metro Gold Line (Pasadena to Azusa) Light Rail Transit Extension. The sum of three hundred twenty-eight million dollars (\$328,000,000).
- 5. Metro Regional Connector. The sum of one hundred sixty million dollars (\$160,000,000).
- 6. Metro Westside Subway Extension. The sum of nine hundred million dollars (\$900,000,000).
- 7. State Highway Route 5 Carmenita Road Interchange Improvement. The sum of one hundred thirty-eight million dollars (\$138,000,000).
- 8. State Highway Route 5 Capacity Enhancement (State Highway Route 134 to State Highway Route 170, including access improvement for Empire Avenue). The sum of two hundred seventy-one million five hundred thousand dollars (\$271,500,000).
- 9. State Highway Route 5 Capacity Enhancement (State Highway Route 605 to the Orange County line, including improvements to the Valley View Interchange). The sum of two hundred sixty-four million eight hundred thousand dollars (\$264,800,000).
- 10. State Highway Route 5/State Highway Route 14 Capacity Enhancement. The sum of ninety million eight hundred thousand dollars (\$90,800,000).
- 11. Capital Project Contingency Fund. The sum of one hundred seventy-three million dollars (\$173,000,000).
- 12. Alameda Corridor East Grade Separations. The sum of two hundred million dollars (\$200,000,000).
- 13. MTA and Municipal Regional Clean Fuel Bus Capital (Facilities and Rolling Stock). The sum of one hundred fifty million dollars (\$150,000,000).
- 14. Countywide Soundwall Construction (MTA Regional List and Monterey Park/State Highway Route 60). The sum of two hundred fifty million dollars (\$250,000,000).
- 15. Local return for major street resurfacing, rehabilitation, and reconstruction. The sum of two hundred fifty million dollars (\$250,000,000).
- 16. Metrolink Capital Improvements. The sum of seventy million dollars (\$70,000,000).



FIVE POINT PLAN REVISED DRAFT –  
FIV7/18/08 – 5:40 pm

Cover:

**Measure T and the  
Go Metro Five-Point Plan**

Inside:

1. **RAIL EXPANSION:**  
Double the size of the county's Metro rail system, including direct airport connections
2. **LOCAL STREET IMPROVEMENTS:**  
Repair streets, fill potholes, and make intersections safer in each community
3. **TRAFFIC REDUCTION:**  
Synchronize traffic signals, lessen congestion, enhance safety and improve flow on LA County freeways, highways and neighborhood streets
4. **BETTER PUBLIC TRANSPORTATION:**  
Make public transportation more convenient and affordable - especially for seniors, students, disabled and commuters
5. **QUALITY OF LIFE:**  
Provide alternatives to high gas prices, stimulate the local economy, create jobs, reduce pollution and decrease dependency on foreign oil

## Introduction:

### Rough roads ahead....

The one common denominator for everyone who lives and works in Los Angeles County is traffic frustration. By the year 2030, LA County's population is expected to swell to more than 12 million. And growth in international trade will double current truck traffic at our ports.

More people. More cars. More freight. It all means more congestion. In 20 years traffic on local streets will increase 30 percent, and unless we spend more to improve transportation, average freeway speeds could dip below 20 miles per hour.

Today we all waste more than 72 hours a year stuck in traffic, the worst congestion in the nation. Since mobile source emissions are a large contributor to regional smog, it's no surprise we have poor air quality and our children's asthma rates are among the worst in the nation. And we're a major contributor to global warming.

The Los Angeles region lags behind every major North American urban area in the development of a comprehensive mass transit system and that is costing us jobs and undermining our quality of life.

Compounding matters, the state has cut local transportation funding by hundreds of millions of dollars in recent years, while LA County remains a donor on the federal side, sending more transportation tax dollars to Washington than our region gets back.

And this is happening at time when the public is desperate for alternatives to high gas prices. While more than 600 million boarding

passengers annually use public transit in the county, many more would ride trains or express buses or join a carpool or vanpool if they had more options.

### We can improve traffic.....

A massive investment in LA County's transportation infrastructure is necessary to keep up with growth. Measure T is a half-cent sales tax that will provide the local resources to finance new transportation projects and accelerate those already in the pipeline. Over 30 years, it will generate \$40 billion for countywide congestion relief projects – and attract additional state and federal matching funds that will otherwise go to another county.

Here's how we can keep pace:

#### Rail Expansion

- Double the size of the Metro Rail system, including direct airport connections; extending the subway; bringing light rail and Metrolink service to many parts of the county not currently served.

#### Street Improvements

- Fix tens of thousands of potholes; make intersections safer in each community and provide additional street, bridge and sidewalk repairs.

#### Traffic Reduction

- Synchronize traffic signals; enhance safety and improve flow on LA County freeways, highways and neighborhood

streets; build truck lanes and railroad grade separations; provide vanpool incentives and construct bikeways and other amenities that encourage walking.

### Better Public Transportation

- Make public transportation more convenient and affordable - especially for seniors, students, disabled and commuters; acquire new rail cars and buses; upgrade rail and bus facilities and expand dial-a-ride service for seniors and the disabled.

### Quality of Life

- Provide alternatives to high gas prices for tens of thousands of commuters and others; generate hundreds of thousands of jobs and \$32 billion in economic activity; reduce air pollution by 4.6 percent over the next 30 years; replace diesel buses with those that run on clean fuels and decrease dependency on foreign oil.

### The cost is \$25 a year per person

According to the private nonprofit Los Angeles County Economic Development Corporation (LAEDC), Measure T would cost residents just \$25 per person each year. Right now, the American Automobile Association estimates traffic congestion costs the Los Angeles-Orange County economy \$9.3 billion annually. We lose another \$10.6 billion each year due to roadway collisions, which are a leading cause of congestion. And the transportation research group TRIP says roads riddled with potholes cost the average Angeleno \$778 a year in vehicle wear and tear.

### We've already come a long way with traffic...

Los Angeles County has made more progress managing congestion in recent years than any large urban area in the nation, despite the addition of 2.5 million residents and the rapid growth of truck traffic moving goods through our Ports.

What's made the difference? A multi-pronged approach that has brought such improvements as:

- More left turn lanes, carpool lanes and traffic signal synchronization, plus services like the Metro Freeway Service Patrol – which clears 300,000 stranded vehicles annually – save drivers an estimated 57 million hours of delay and more than \$1 billion annually, according to the Texas Transportation Institute.
- An expanded transportation network that now carries more than 600 million boarding passengers annually.
- The nation's largest clean-air fleet -- more than 2,500 buses powered by compressed natural gas. Our transit operations, coupled with our rideshare efforts, eliminate 76 tons of air pollutants a day in LA County.

### But more is needed...

In this voter information pamphlet, you'll find an overview of the projects and programs Measure T will make possible. It will double our rail system, repair our streets and highways, make public transportation more affordable and reduce pollution.

To ensure that money will be spent in LA County for exactly what voters were promised, Measure T calls for an annual independent

audit and report to taxpayers; ongoing monitoring and review of spending by an independent taxpayer oversight committee.

But there's one more key element to improving Los Angeles traffic: **individual choice**. Each of us needs to find new ways to commute and to dedicate ourselves to positive change. One way or another, it's really up to you.



## 1. Rail Expansion

*Goals: To double the size of the Metro Rail and Transitway System; to accelerate and enhance existing rail and transitway projects; to add over 120 miles of new rail lines; to serve more communities.*

Since its inception in 1990, Metro Rail has grown to become one of the largest urban rail systems in the nation. The Metro Blue, Red, Green, Gold and Purple lines cover 73 miles and move nearly 260,000 passengers each day. In addition, Metrolink began providing the region with long-distance commuter rail service in 1992. Since then, it has expanded its service to six counties and 512 route miles, with an average of 43,500 passenger trips daily.

Additional rail and transitway projects are either under construction or proposed to be built as outlined in Los Angeles County's transportation blueprint, the Long Range Transportation Plan (LRTP). However, the county's needs are far greater than the funding currently available. Therefore, Measure T and the Go Metro Five-Point Plan would accelerate further expansion of the current system.

### 1-A. Exposition Light Rail Line Extension: Culver City to Santa Monica

Construction is currently under way on the Exposition Light Rail Line between downtown Los Angeles and Culver City, with a projected opening date of 2010. Measure T accelerates extension of the line from Culver City to Santa Monica. The extension will add 7 to 10 station stops to the line serving the Westside. Specific routing will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

### 1-B. Accelerate Crenshaw Boulevard Corridor Improvements

Measure T will accelerate construction of a north-south transit line along the Crenshaw Boulevard Corridor. It will connect five jurisdictions: the cities of Los Angeles, Inglewood, Hawthorne and El Segundo, plus unincorporated portions of Los Angeles County. The project provides transit service to significant activity centers and rail facilities, including Los Angeles International Airport, downtown Inglewood, Leimert Park Village, Baldwin Hills and will connect to the Metro Green Line and the Exposition Light Rail Line. Specific routing will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

### 1-C. Link Local Rail Lines: Regional Connector

Measure T provides a rail link between the four light rail lines terminating at the edges of Central Los Angeles. The Regional Connector would enable trains to run directly between Long Beach and Pasadena, as well as between Culver City and East Los Angeles. This project benefits the entire region by reducing travel times and minimizing the need for rail transfers. The Regional Connector provides additional stations in Central Los Angeles and enables all county rail and bus service to operate more efficiently and attract higher ridership.

### 1-D. Westside Subway Corridor Extension

This project, to be opened in segments, will extend Metro Rail toward the cities of West Hollywood, Beverly Hills and Santa Monica.

The extension would substantially cut transit travel times; one study estimates a 50% time savings for commuters along this heavily congested corridor. The project area exhibits very high density and transit ridership, as well as several major employment centers including Century City and Westwood/UCLA. Specific routing will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

1-E. Gold Line Light Rail Eastside Extension

Measure T extends the Eastside Extension of the Metro Gold Line from the Atlantic/Pomona Station now under construction further east. The project area includes the cities of Los Angeles, Montebello, Pico Rivera, Monterey Park, Industry, Downey, Whittier, Commerce, Rosemead, South El Monte, El Monte, Santa Fe Springs and Bell, as well as unincorporated portions of Los Angeles County. This project would connect the 13 cities and unincorporated areas of the county to the existing 73 miles of the Metro Rail System. It would also provide a viable alternative to the SR-60 freeway.

1-F. Gold Line Light Rail Foothill Corridor Extension

Measure T extends Metro's Gold Line east from its current terminus in Pasadena at the Sierra Madre Villa station toward Montclair. It will provide a viable alternative to the heavily congested I-210 Freeway. Specific routing will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

1-G. Green Line Light Rail Extension: Redondo Beach Station to South Bay Corridor

Measure T continues the Metro Green Line from its current terminus on Marine Avenue in Redondo Beach an additional two miles to the South Bay Galleria. Specific routing will

be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

1-H. Green Line Light Rail Extension to LAX

Measure T connects the Metro Green Line directly with LAX from the Aviation Station in Redondo Beach. The project also could extend to join the Exposition Light Rail Line in Santa Monica, depending on the outcome of the project's planning studies. Specific routing will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

1-I. San Fernando Valley North-South Canoga Corridor Extension

This project extends the Metro Orange Line north by four miles from the Canoga Park Station to the Chatsworth Metrolink Station, with new stations at Sherman Way, Roscoe and Nordhoff. Measure T funds will complete this project three years early. The route connects major activity areas in the western San Fernando Valley, including Warner Center, downtown Canoga Park and Chatsworth.

1-J. East San Fernando Valley North-South Corridor

Measure T will accelerate bus service improvements on four potential East San Fernando Valley corridors, including Van Nuys, Sepulveda, Reseda and Lankershim. The improvements may include dedicated bus lanes, either all day or during peak hours only.

1-K. West Santa Ana Branch Corridor

Measure T will provide for the development of a high-speed, environmentally friendly grade-separated transit corridor that will allow for pedestrian and bicycle uses. Phase I will go

from the Los Angeles County line to Union Station. The complete project is envisioned to extend from Orange County to the High Desert area.

1-L. San Fernando Valley I-405 Corridor Connection

Measure T improves traffic flow between the Westside and San Fernando Valley by providing a rapid transit option through the Sepulveda Pass. This project will serve the I-405 corridor from the San Fernando Valley to Westwood, LAX, and the South Bay. Specific modes and routing will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

1-M. Metrolink Improvements

The Metrolink system provides high-speed, long-distance regional commuter rail service with 512 route miles across six counties. To implement service expansion and safety enhancements, Metrolink will purchase additional rolling stock, expand the Eastern Maintenance Facility and construct or upgrade sidings and crossovers to increase speed. In addition, this program will include additional safety enhancements for drivers and passengers. Local jurisdictions also will have the opportunity to make improvements to parking and facilities at stations within their cities and offer shuttle services connecting to the Metrolink system. Specific enhancements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

## 2. Local Street Improvements

*Goals: To accelerate pothole repair and other maintenance on local streets; to synchronize traffic signals to ease traffic flow; to make intersections safer in each community.*

The care and maintenance of local streets is handled by various entities throughout Los Angeles County's 88 cities and unincorporated areas. With increasing population density, simple and complex traffic maintenance is outpacing the county's current capacity. The "local return" programs described in this section would provide \$5.9 billion to these local jurisdictions to make transportation improvements in their respective areas. Therefore Measure T and the Go Metro Five-Point Plan would accelerate upgrades to streets, transit and traffic flow at the local level with projects such as the following.

### 2-A. Signal Synchronization

Measure T targets traffic signals including left-turn arrows at over 2,000 intersections throughout the county for coordinated operation. The goal is to improve traffic flow by coordinating signals along major roadways. When completed, this effort can increase the capacity of the street grid and reduce over six million hours of delay annually. Local jurisdictions will be required to publicly report on the performance of their signal synchronization efforts at least every three years.

### 2-B. Pothole Repair

Many areas of the county currently have extensive backlogs of street maintenance, with anticipated repair time running years in the future. Measure T provides for accelerated repair of potholes and other street and curb damage. Specific maintenance will be subject to approved plans developed in cooperation

with local jurisdictions and affected communities.

### 2-C. Traffic Monitoring Programs

Measure T provides for expanded development of the Regional Integrated Intelligent Transportation System (RIITS), providing continuous and real-time traffic congestion and incident data flow both to traffic control centers and the general public. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

### 2-D. Bicycle Programs

Measure T promotes the development of bicycle facilities throughout Los Angeles County. Each trip made by bicycle reduces traffic congestion while producing zero emissions as no fossil fuels are used. The program calls for improvements for bicycle access to 167 bike-transit hubs throughout the county. Focusing improvements at bike-transit hubs is a relatively simple way to link bikes with transit and extend the reach of transit without the use of a car. In addition, 1,145 miles of bikeway projects have been proposed in local agency bicycle plans that would nearly double the current bikeway system. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

### 2-E. Pedestrian Improvement Program

Nearly all trips within Los Angeles County, regardless of purpose, include a non-

motorized component; almost 9 percent of those are exclusively pedestrian trips. Several factors combine to create a pedestrian-friendly environment. These include: a wayfinding signage system, ease of access to destinations from the sidewalk network, appropriate street-crossing safety features, and easy connection to public transport modes. Physically attractive features and amenities facilitate the flow of pedestrian movement and encourage people to walk. Measure T promotes improving the pedestrian environment by retrofitting existing facilities with improved signage and safety components to make walking a more viable option for more people, more often. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

### 3. Traffic Reduction

*Goals: To relieve highway traffic congestion throughout Los Angeles County; to enhance highway safety and improve traffic flow.*

Since 1995, Los Angeles County has seen the average annual delay per traveler drop by one hour. Most major cities have seen an increase in driver delay during that period.

While our transportation investments help curb congestion, the challenge of continued growth means that the county must find new ways to ensure that our freeway system stays one step ahead. Measure T and the Go Metro Five-Point Plan ensure that currently planned projects continue while crucial others are added, placing an emphasis on closing gaps in the carpool lane system, using technology to maximize roadway capacity, and clearing traffic accidents and stalled vehicles from our crowded freeways quickly.

Measure T will allow the county to build a more robust highway system by building beyond the project currently planned or under construction. The following is a list of freeway projects that could be advanced if the measure is approved.

#### 3-A. I-5 Carpool Lane Additions: SR-170 to SR-134

Construct one carpool lane in each direction along the I-5 freeway median between SR- 134 and SR-170. The proposed 9.7-mile project will extend the carpool lanes south of SR-170.

#### 3-B. I-5 Carpool & Mixed-Flow Lanes Additions: I-605 to Orange County Line

Construct one carpool lane and one mixed-flow lane in each direction extending 6.4 miles through the cities of Cerritos, La Mirada, Santa

Fe Springs and Norwalk. The project includes related interchange reconstruction and arterial modifications.

3-C. I-5/Carmenita Rd. Interchange Improvements Remove existing two-lane structure and construct a new eight-lane interchange with diamond ramps. The project is located in the cities of Santa Fe Springs and Norwalk between the Alondra Boulevard and Shoemaker Avenue overcrossings and will accommodate the widening of the I-5 in the area.

3-D. I-5/SR-14 Addition of Carpool Lane Direct Connector Provide direct link for carpoolers between the I-5 and SR-14 freeways to eliminate the need for carpoolers to exit the carpool lanes when switching freeways. Measure T will also reduce delay and increase speed along the I-5 and SR-14 carpool lanes. Direct carpool lane connectors increase safety and reduce congestion in the interchange area by eliminating weaving moves as motorists travel from one freeway to another.

3-E. I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements in the South Bay Construct improvements to reduce delays on the freeways. Examples of projects that could be funded include auxiliary lanes and ramp reconfigurations.

3-F. I-5 Carpool and Truck Lane Improvements: SR-14 to Kern County Line Add the initial three-mile carpool lane and a three-mile dedicated truck lane in both

directions on the I-5 freeway between SR-14 in the Santa Clarita Valley and the Kern County. It is assumed that partial funding by fees, public/private partnerships will be part of the project funding plan.

3-G. I-710 Freeway Upgrade: Pacific Coast Hwy to Downtown Long Beach

Upgrade the I-710 freeway between Pacific Coast Highway and Downtown Long Beach. Improvements will include repavements, landscaping, lighting and median upgrades.

3-H. I-710 South Improvements

Improve congestion, safety and air quality by upgrading the freeway to modern design standards and improving truck and traffic flows between the ports of Los Angeles and Long Beach and the SR-60 freeway. It is assumed that partial funding by fees and public/private partnerships will be part of the project funding plan.

3-I. SR-138 Lane Additions: I-5 to SR-14

Widen SR-138 by adding two mixed flow lanes in each direction within the City of Palmdale.

3-J. SR-138 Lane Additions: Pearblossom Hwy to San Bernardino County Line

Widen SR-138 by adding 37 miles of new lanes in each direction between the Pearblossom Hwy and the San Bernardino County Line.

3-K. New High Desert Corridor Expressway

Construct a new 28 mile High Desert highway linking the Antelope Valley to Apple Valley reducing the travel time by half from 40 to 20 minutes. It is assumed that partial funding by fees, public/private partnerships or tolls will be part of the project funding plan.

3-L. I-605 Interchange Improvements

Improvements to the I-605/I-10, I-605/SR-60, I-605/I-5, I-605/SR-91 and I-605/I-405 interchanges. Examples of the types of improvements include roadway widening, ramp expansion and added signage within the interchange.

3-M. Various Highway Operational Improvements in Arroyo Verdugo

Construct freeway operational enhancements such as ramp improvements, auxiliary lanes and interchange improvements in the areas of Burbank, Glendale and La Canada/Flintridge.

3-M. Various Highway Operational Improvements in Las Virgenes and Malibu areas

Construct freeway operational enhancements such as ramp improvements, auxiliary lanes and interchange improvements in the areas of Agoura Hills, Calabasas, Hidden Hills, Westlake Village and Malibu.

3-N. Metro Freeway Service Patrol

Measure T also focuses on reducing delay caused by traffic incidents (disabled vehicles and accidents) which are responsible for as much as 43 percent of the travel delay on our freeways. The Freeway Service Patrol program, jointly managed by Metro, the California Highway Patrol and Caltrans, operates a fleet of tow trucks that patrol Los Angeles County freeways to provide assistance, free of charge, to stranded motorists. Metro will work with Caltrans and other partners to expand the benefits of providing FSP-type assistance for larger tractor-trailer sized vehicles. Services like the Big Rig Demo on the I-710 Long Beach Freeway can efficiently address congestion caused by increasing freight/goods movement in heavily traveled truck freeway corridors.

3-P. SR-710 Improvements

Extend SR-710 freeway through a five-mile tunnel under South Pasadena to link up with the SR-210 freeway. It is assumed that partial funding by fees, public/private partnerships or tolls will be collected.

3-Q. Traffic Reduction Management

Significant improvements in reducing traffic jams and enhancing mobility rely on major shifts away from driving alone. Transportation Demand Management (TDM) strategies are designed to promote alternatives to drive-alone vehicle travel. They include improving the efficiency of existing transportation infrastructure, eliminating or combining vehicle trips and encouraging the deployment of new technologies that support these objectives. TDM programs are more localized in nature and are either implemented by cities with their local share of sales tax revenues or through an ongoing countywide rideshare program.

3-R. Metro Rideshare Program

Continue to enhance transportation alternatives for employers and commuters. Measure T focuses on providing new state-of-the-art, web-based rideshare and transit trip planning information systems to continually improve the efficiency and effectiveness of these services. New programs will enhance outreach to employers through improved transit pass programs and programs that reward employees for trying an alternative to driving alone. Individual commuters will be targeted through campaigns, promotions, improved information on alternative transportation services and web-based travel information. Measure T will also focus on implementing strategies to expand vanpool use. Finally, further research on service performance, customer satisfaction and general public opinion will be conducted to develop strategies for enhancing transit and

other rideshare services offered to Los Angeles County commuters.

3-R. Soundwall Program Expansion

Continue to construct freeway soundwall projects for major highway projects to reduce freeway noise levels. Currently, there are 230 miles of freeway that are eligible for soundwalls, which could cost over \$2 billion to design and build. Metro will use its "Soundwall Implementation Policy" to prioritize funding and construction.

3-O. Other Motorist Services

Continue to develop and enhance motorist-aid service and projects for potential implementation within Los Angeles County. For example, motorists can use their wireless phones to request non-emergency, roadside assistance by dialing #399. Services include towing, connection to an automobile club, and reporting freeway hazards. A regional 511 Traveler Information System will be provided to motorists so they can make informed travel decisions through an automated phone system and companion website. Types of information available include real-time freeway track, transit, rideshare and other general track information.



## 4. Better Public Transportation

*Goals: To keep public transportation affordable, especially for seniors and the disabled; to expand proven bus transit methods; to extend the convenience of public transportation.*

Funded through Metro, Los Angeles County's transit providers operate over 4,000 buses and serve 1.6 million passengers daily. Metro also administers funding for specialized dial-a-ride programs for the elderly and disabled.

Measure T and the Go Metro 5-Point Plan provide \$7.88 billion for improving bus service over the next 25 years through fixed guideways, dedicated bus lanes, higher capacity vehicles, more efficient routing and traffic signal priority.

### 4-A. Metro Rapid Improvements

Metro Rapid is up to 25% faster than local bus service. These lines make fewer stops, follow simpler routes, run more frequently, use low-floor buses to facilitate boarding and are given priority at traffic signals in many locations.

Measure T will assure completion and continued operation of the Metro Rapid network with over 400 miles of service through 35 cities in Los Angeles County. Benefits of providing Rapid service include a 25% increase in passenger capacity for nearly the same operating cost.

### 4-B. Metro Express Improvements

Using the county's network of carpool lanes, Metro Express service connects major areas such as the South Bay, Long Beach, El Monte and downtown Los Angeles. Express lines uses existing rights-of-way to provide efficient long-distance service. Measure T will assure continued operation and expansion of

Metro Express service on the county's 465 miles of carpool lanes. Specific improvements will be based on input from local jurisdictions and affected communities.

### 4-C. Local Bus Improvements

Local bus service provides the largest share of public transportation options in Los Angeles County. In 2005, Metro and municipal bus operators carried over 1.6 million passengers on an average weekday. Local buses also feed passengers to regional transit facilities like rail lines, Metro Rapid stations and Metro Orange Line stations. Measure T promotes improvements in the quality and reliability of local bus service over the next 25 years. Both municipal operators and Metro will make greater use of higher capacity and articulated buses to expand system capacity while limiting operating costs. Meanwhile, Metro will complete its transition to alternative fuel buses, operating the largest fleet of compressed natural gas buses in the country. Both Metro and municipal operators will participate in the move toward zero-emission transit vehicles through advanced technologies such as hybrid-electric and fuel-cell propulsion systems. Passenger convenience will be a focus, as bus operators implement a Universal Fare System/Transit Access Pass that will enhance seamless transfers between systems using "smart card" technology that allows value to be credited or debited at fareboxes and ticket vending machines.

4-D. Dedicated Bus Lanes

Providing separate lanes for buses on surface streets offers the dual advantage of speeding trips for bus rides and reducing traffic congestion for drivers. Measure T provides for the implementation of Dedicated Bus lanes along major streets where appropriate. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

4-E. Safer Bus Stops

The environment around bus stops can often be a barrier to increased ridership. Measure T provides for acceleration and expansion of proven concepts for improving safety at these locations. Enhancements such as lighting, electronic real-time arrival signage, shelters and electronic surveillance offer passengers a safer, more comfortable and more convenient bus riding experience. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

4-F. Improved Service for Seniors

Bus service is often the most affordable way for seniors to maintain a self-reliant and active lifestyles. Metro is aggressive in its efforts to educate seniors on using the bus and rail system. Current efforts include outreach to senior centers and retirement homes, specialized large-type informational materials, and audience-appropriate training videos. Measure T provides for the continuation and expansion of these efforts, including dedicated hands-on “sampler” buses and large-type mapping and route planning tools. Specific improvements will be based on input from local jurisdictions and affected communities.

4-G. Improved Service for the Disabled

Metro fully supports the needs of the disabled community. All bus lines are accessible through wheelchair lifts or ramps and feature automated voice enunciators and electronic signage to call out stops for visually and hearing impaired passengers. The rail system is ADA-compliant for passengers with hearing, mobility and visual impairments. Measure T provides for the continuation and expansion of these efforts. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

4-H. Fare Equity

The per-passenger cost of providing transit service is exponentially higher than the fares that can be charged to riders. As a result, all transit service is in effect subsidized in order to maintain fares at affordable levels for Metro passengers, including seniors, students, the disabled and commuters. Measure T provides for the development of fare structures and reduced payment options to be coupled with operating efficiencies in order to offer fares at the lowest level possible. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

4-I. Increased Bus Service to Rail Stations

Because rail service offers a higher capacity of passengers per vehicle than buses, successful rail lines act as a trunk and depend on multiple bus lines to deliver appropriate passenger loads. Convenience demands that such feeder lines operate at a high service frequency in order to create systemwide efficiencies. Measure T provides for the continuation and strategic expansion of feeder bus lines at various stations to maximize excess capacity on rail lines. Specific improvements will be subject to approved

plans developed in cooperation with local jurisdictions and affected communities.

#### 4-J. Expanding Community-based Shuttle Services

Current Metro service has found that shuttles and circulators providing local service within one or two adjacent neighborhoods and/or jurisdictions are effective at meeting neighborhood transportation needs. Measure T provides for the continuation and strategic expansion of Community-based Circulators to broaden service options at the local level. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

#### 4-K. Increased Local Transit Funding

In addition to operating its own bus and rail service, Metro provides funding to nearly two dozen other municipalities and jurisdictions to provide transit service in specific local areas. This division of transit responsibility has resulted in greater efficiency and lower overall operating costs throughout the county. Measure T provides for the continuation and potential expansion of funding to municipal transit operators and other locally based transit service providers. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

#### 4-L. East San Fernando Valley North-South Corridor Addition

Measure T will accelerate bus service improvements on four potential East San Fernando Valley corridors, including Van Nuys, Sepulveda, Reseda and Lankershim. The improvements may include dedicated bus lanes, either all day or during peak hours only.

## 5. Quality of Life

*Goals: To ensure that people and freight can move freely in Los Angeles County; to enable the local economy to prosper; to enable residents to enjoy safety, clean air and a high quality of life.*

High gas prices and traffic congestion present undeniably negative impacts on the quality of life for Los Angeles County residents. These trends can be reversed by investing in new transportation infrastructure and making key operational improvements.

Measure T and the Go Metro 5-Point Plan focus on meeting the region's air quality targets through cleaner-burning fuels, expansion of transit and other rideshare programs and smart growth in transit corridors.

### 5-A. Alternative to High Gas Prices

Metro offers an affordable alternative to high gas prices. The expanding high-speed network of rapid buses and trains often are as fast as driving. A \$5 Metro Day Pass costs about the same as a gallon of gas currently. But saving at the pump is only the start. When vehicle depreciation, maintenance, insurance, and parking fees are added, it can cost up to \$10,000 a year to drive a car or truck. By comparison, public transit in Los Angeles County costs just \$744 while carpooling and vanpools in Los Angeles County average between \$1,400 and \$2,200 per person annually.

### 5-B. Significant Economic Impacts

Mobility is the linchpin of the economy but that pin is getting bent by the crush of traffic. A recent report by the American Automobile Association estimates that traffic congestion costs the Los Angeles-Orange County region

\$9.3 billion plus another \$10.6 billion annually due to traffic crashes, which are a leading cause of congestion. The transportation research group TRIP adds that rough roads riddled with potholes cost the average Angeleno \$778 a year in vehicle wear and tear, highest in the nation.

Altogether, this is more than a \$2,000 cost for every man, woman and child living in Los Angeles County. Moreover, the average commuter here spends 72 hours a year idling in traffic, while the *Los Angeles Times* reports that traffic congestion regularly delays about a fifth of commercial trucks in the region, increasing the cost of shipping by 50 to 250 percent, which is passed on to consumers.

Measure T will generate the resources to help ease traffic congestion, and studies have shown that construction of transportation projects will jump-start the Los Angeles area economy. The Los Angeles County Economic Development Corporation estimates construction of transportation projects funded by Measure T would generate \$32 billion in local economic activity and create hundreds of thousands of full-time jobs over the next 30 years.

### 5-C. Reduced Traffic Congestion

Within the next quarter century, Los Angeles County's population will grow by another 2.4 million people with a lot more cars and trucks jammed onto already congested streets and

freeways. Growth in international trade will cause a doubling of truck trips from the Ports of Los Angeles and Long Beach from 60,000 trips a day now to 140,000 trips by 2030. Without significant investment in transportation infrastructure, average freeway peak speeds could dip below 20 miles-per-hour. That will have a negative ripple effect on the local economy, air pollution and quality of life.

Metro's expanding public transit services and rideshare programs are providing more residents with the opportunity to avoid solo driving, which helps reduce regional congestion. Metro bus and rail lines on weekdays currently attract more than 1.6 million boardings. Metro supports other ridesharing options such as carpooling and vanpooling as well. Just a small increase in the vehicle occupancy rate -- from 1.1 persons per vehicle to 1.3 persons -- would virtually eliminate regional congestion. Metro also funds carpool lane improvements to reduce travel times for those who carpool, join a vanpool or use freeway express buses.

#### 5-D. Local Air Quality Improvements

Metro has made significant investments in clean air programs and operates the largest compressed natural gas (CNG) bus fleet in the nation. Buses fueled by CNG are up to 97 percent cleaner than diesel buses, because they emit little cancer-causing particulate matter. It is estimated that Metro's transit operations and other rideshare programs reduce 76 tons of air pollutants a day in Los Angeles County. Further investments in transit, combined with transit-oriented development with pedestrian and bicycle-oriented streets plus clean goods movement strategies, will help Los Angeles County further improve air quality.

#### 5-E. Live/Work Opportunities

With the recent increase of thousands of new housing units at or near public transportation stations throughout the Metro system, more Los Angeles area residents today can make a lifestyle choice to live closer to their work and avoid the long commute to the suburbs and high cost of commuting. Families with two or more cars can achieve tremendous savings by eliminating one of their vehicles and switching to public transit. Metro bus and rail lines directly server all major employment centers in the county.

#### 5-F. Transit Oriented Developments

Transit-oriented developments (TOD) along major rail and bus lines create new living, shopping and entertainment opportunities while enhancing the overall land use and economic development goals for the communities they serve. TOD developments reduce auto use and increase transit ridership. TOD projects revitalize communities, create thriving public spaces, help reduce congestion and provide a more enjoyable experience for Metro patrons. Metro has been involved in joint development projects valued at billions of dollars on agency-owned property throughout Los Angeles County.

#### 5-G. Improved Goods Movement

Efficient, reliable, and safe transportation of goods is critical to the county's mobility, economic growth and quality of life. Our local ports are the nation's busiest; 43 percent of the seaborne container traffic for the entire country moves through the Ports of Los Angeles and Long Beach. Products destined for local stores and warehouses also are shipped by truck on some of the most heavily congested freeways in the county including I-5, SR-60, SR-91, I-605 and I-710. Studies indicate trade volumes will more than double

over the next 25 years, increasing daily port-generated truck trips from 60,000 per day currently to 140,000 by 2030. This program promotes comprehensive planning that will lead to investment and operational improvements that can keep people, freight, and our economy moving without sacrificing safety, the environment or quality of life.

## Monetary and Environmental Safeguards

### Strong Protection of Projects

There are strong safeguards to ensure that Measure T funds will be spent here in Los Angeles County for exactly what voters were promised. Local transportation funds are protected from raids by cash-strapped Sacramento and Washington. The Metro Board is obligated to make sure that the list of projects on the ballot measure are built and in a timely manner. There will be an annual independent audit and report to taxpayers and ongoing monitoring and review of spending by an independent taxpayer oversight committee.

### Local Control

One of the most critical elements of Measure T is local control of funds. This means neither the state or federal government can take the monies for other purposes. The funding for the projects that the people voted for are locked in. If for some reason the project does not progress, those funds are guaranteed to be used in that same local region. Additionally, each local city will receive additional funds to make local transportation improvements at their discretion. Street improvements, pothole repairs, local transit, bike and pedestrian programs will all be determined at the local or community level.

### Job Stimulus

According to the Los Angeles County Economic Development Corporation, Measure T would create over 210,000 new jobs and pump more than \$32 billion into Los Angeles County's local economy. Measure T will serve as a direct economic stimulus to our local economy.

### Green Transportation Facilities

Metro already operates the nation's largest clean-air bus fleet. As Los Angeles County's transportation system grows, great care will be taken to ensure that every possible environmental standard is met. Metro has experience in building LEED-certified "green" facilities utilizing water reduction and solar powered systems as well as recycled materials in construction and operation. (need more green talk)

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**RESOLUTION CALLING SPECIAL ELECTION PROPOSING AN ADDITIONAL RETAIL TRANSACTIONS AND USE TAX FOR TRANSPORTATION PURPOSES TO BE SUBMITTED TO THE VOTERS OF THE COUNTY AT THE SPECIAL ELECTION AND REQUESTING THE CONSOLIDATION OF THE SPECIAL ELECTION WITH THE NOVEMBER GENERAL ELECTION**

BE IT RESOLVED by the Los Angeles County Metropolitan Transportation Authority ("Metro"), that, pursuant to Section 130350 of the California Public Utilities Code, a special election is hereby ordered and called to be held on Tuesday, November 4, 2008, and that the following Proposition be submitted to the electors of the County of Los Angeles at the special election.

BE IT FURTHER RESOLVED that Metro requests that the Board of Supervisors of the County of Los Angeles, State of California, consolidate the special election with the November General Election and place the Proposition upon the same ballot as shall be provided for the General Election to be held on the 4<sup>th</sup> day of November 2008, and, that the same precincts, polling places, and precinct board members as used for the General Election shall be used for the Special Election pursuant to California Elections Code Sections 10400 et seq.

BALLOT PROPOSITION

The exact form of the Proposition as it is to appear on the ballot and a complete text of the proposed ordinance is as follows:

<p><b>LOS ANGELES COUNTY TRAFFIC CONGESTION RELIEF AND SAFETY, LIGHT RAIL EXTENSION, AIR POLLUTION PREVENTION AND REDUCTION OF FOREIGN OIL DEPENDENCE MEASURE</b></p> <ul style="list-style-type: none"> <li>• Synchronize traffic signals;</li> <li>• Repair potholes;</li> <li>• Extend light rail / connect to airports;</li> <li>• Improve freeway traffic flow (5, 10, 14, 60, 91, 101, 105, 110, 138, 210, 405, 605, 710);</li> <li>• Keep senior / student / disabled bus fares low;</li> <li>• Convert to cleaner burning buses;</li> <li>• Expand subway / Metrolink / bus service;</li> </ul>	<p><b>YES</b></p>
	<p><b>NO</b></p>



<ul style="list-style-type: none"> <li>• Dedicate millions to each community for traffic relief;</li> </ul> <p>Shall the Los Angeles County sales tax be increased by one-half cent for 30 years, with local control, independent audits, public review of expenditures?</p>	
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ORDINANCE

The attached Ordinance, Exhibit 1, including any attached exhibits, is incorporated herein by reference.

PROCLAMATION

Pursuant to Section 12001 of the California Elections Code, Metro hereby PROCLAIMS that a special County-wide election shall be held on November 4, 2008, to vote upon the Proposition set forth in this resolution. Pursuant to Section 14212 of the California Elections Code, the polls shall be open for said election from 7:00 a.m. to 8:00 p.m. The Los Angeles County Registrar-Recorder shall cause this proclamation to be published in a daily newspaper of general circulation, printed, published, and circulated in Los Angeles County, at least one (1) time before the 4<sup>th</sup> day of November, 2008, pursuant to Section 130351 of the California Public Utilities Code and Section 9163 of the California Elections Code.

FILING RESOLUTION

The Chief Executive Officer of Metro, or his designee, is ordered to file a copy of this resolution with the Clerk of the Los Angeles County Board of Supervisors and the Los Angeles County Registrar-Recorder/County Clerk at least eighty-eight (88) days prior to the date of the election.

ANALYSIS OF ORDINANCE

The County Counsel of the County of Los Angeles is hereby requested to prepare an analysis of said ordinance pursuant to Section 130351 of the California Public Utilities Code and Section 9160 of the California Elections Code.

CEQA EXEMPTION

1 The California Environmental Quality Act does not apply to this tax proposal, according  
2 to Section 21080(b)(8) and (10) through (13) of the California Public Resources Code, and  
3 Sections 15273, 15275 and 15276 of Title 14 of the California Code of Regulations.

4 This tax is proposed for the purpose of (1) meeting operating expenses; purchasing or  
5 leasing supplies, equipment or materials; meeting financial reserve requirements; obtaining  
6 funds for capital projects necessary to maintain service within existing service areas; (2)  
7 increasing funds for the existing public transit service programs; (3) instituting or increasing  
8 passenger or commuter services on rail or highway rights of way already in use and/or (4)  
9 the continued development of a regional transportation improvement program.

10 Metro hereby finds that the purpose of this tax includes supplementing existing tax  
11 revenues to meet a demonstrated shortfall due to decreasing federal funding and  
12 increasing transportation costs needed to complete the Los Angeles County transportation  
13 system as set forth in the Regional Transportation Improvement Program, which is  
14 incorporated herein by reference, including funding to meet operating expenses, purchase  
15 or lease of equipment or materials, meet financial reserve needs and requirements and to  
16 obtain funds for capital projects necessary to maintain service within existing service areas  
17 and to assist in meeting stricter air quality standards and accessibility requirements.

18 The Chief Executive Officer of Metro, or his designee is directed to promptly file a  
19 Notice of Exemption under the California Environmental Quality Act.  
20

21 ELECTION/REGISTRAR-RECORDER

22 Metro staff is hereby instructed to cooperate with the Los Angeles County Registrar-  
23 Recorder and to perform or cause to be performed such functions preliminary to the conduct  
24 of such special election as may be agreed upon with the Registrar-Recorder.

25 Pursuant to Section 130351 of the California Public Utilities Code, the cost incurred by  
26 Los Angeles County in conducting the special election shall be reimbursed by Metro.

27 The Los Angeles County Board of Supervisors is hereby authorized to canvass the  
28 returns of said special election requested herein to be consolidated.

29 Pursuant to Section 130350 of the California Public Utilities Code, the vote  
30 requirement for the Proposition shall be two-thirds (2/3) of the votes cast on the Proposition.  
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32 ARGUMENTS

33 Metro hereby authorizes the Chairman of the Board of Directors of Metro to file a  
34 written argument in support of the Proposition.

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I certify that the foregoing Resolution was adopted by a majority vote of all members of the Los Angeles County Metropolitan Transportation Authority, at its meeting held on the 24<sup>th</sup> day of July, 2008.

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**ROGER SNOBLE**  
Chief Executive Officer  
Los Angeles County  
Metropolitan Transportation Authority

