

# Measure R



## Fact Sheet

In July 2008, the Metro Board of Directors authorized placing a half-cent sales tax before voters to fund transportation projects within Los Angeles County. Metro is providing this handout for information purposes only. It details transportation projects and programs contained in Measure R.

### What is Measure R?

Measure R is a half-cent sales tax for Los Angeles County that would finance new transportation projects and programs, and accelerate those already in the pipeline – everything from new rail and/or bus rapid transit projects, commuter rail improvements, Metro Rail system improvements, highway projects, improved countywide and local bus operations and local city sponsored transportation improvements. If the measure garners at least a two-thirds vote, it will become law January 2, 2009, with the tax taking effect in July 2009.

### The average cost is estimated to be \$25/year per person

According to the private nonprofit Los Angeles County Economic Development Corporation (LAEDC), Measure R would cost residents an average of \$25/person each year.

### Taxpayer oversight

After conducting any legally required environmental review, the Metro Board will spend Measure R funds consistent with the voters' approval. There will be an annual independent audit and report to taxpayers and ongoing monitoring and review of spending by an independent taxpayer oversight committee.

### Environmental Review

Prior to any approval and commencement of any Measure R project, any necessary environmental review required by the California Environmental Quality Act (CEQA) shall be completed.

## Measure R GOALS

### RAIL EXPANSION

- > Expand Metro Rail and busway systems
- > Accelerate and improve existing rail and bus projects
- > Connect Metro Rail to airport

### STREET IMPROVEMENTS

- > Synchronize traffic signals to ease traffic flow
- > Accelerate pothole repair and other maintenance on local streets
- > Make neighborhood streets and intersections safer for drivers, bicyclists and pedestrians in each community

### TRAFFIC REDUCTION

- > Reduce highway traffic congestion throughout LA County
- > Enhance highway safety and improve traffic flow

### PUBLIC TRANSPORTATION

- > Maintain existing fares, especially for seniors and the disabled
- > Expand bus transit
- > Increase availability of public transportation

### QUALITY OF LIFE

- > Enable people and freight to move freely in LA County
- > Enable residents to enjoy safer, cleaner transit

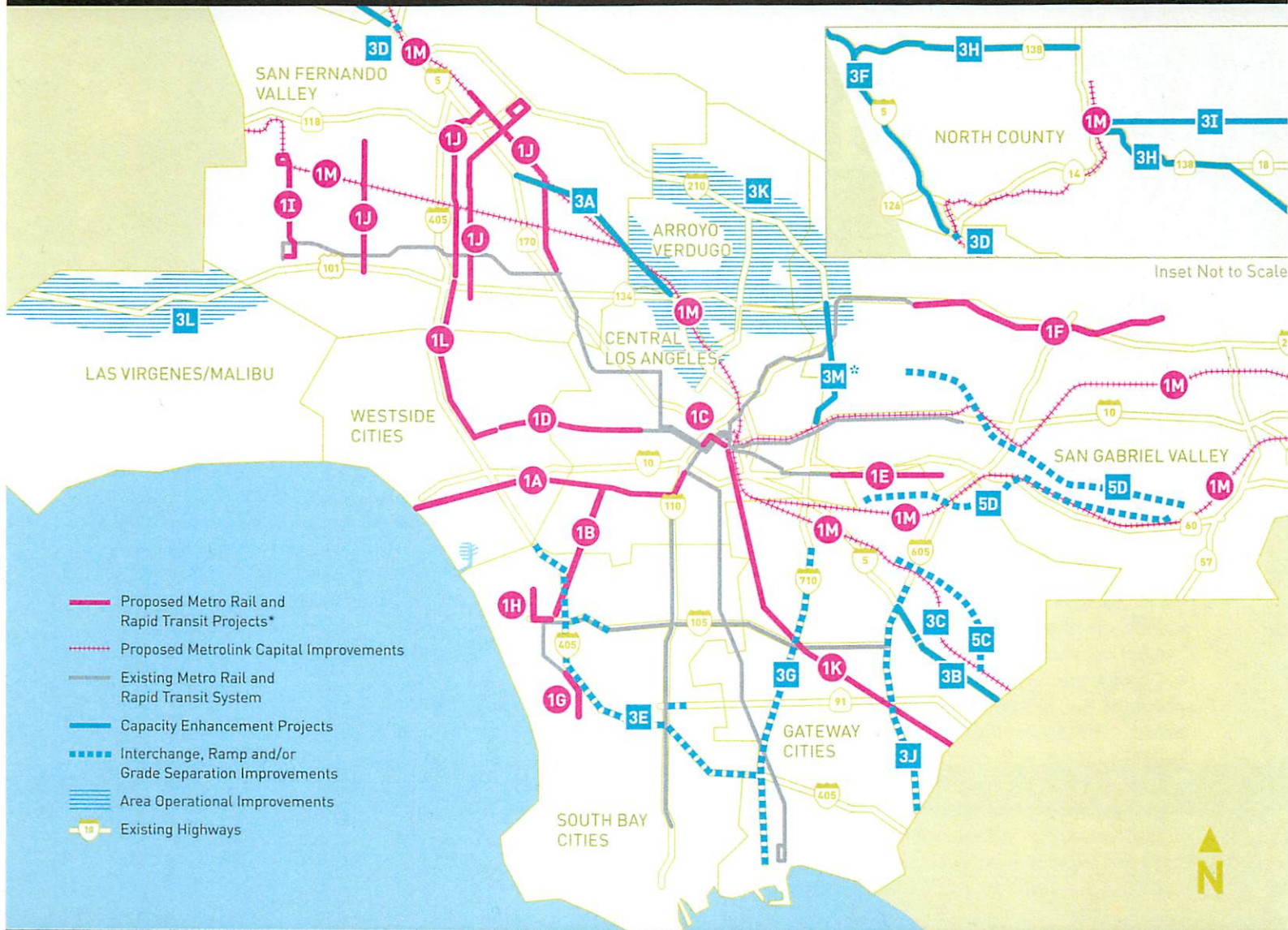


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For additional information, visit [metro.net/measureR](http://metro.net/measureR).



# MEASURE R Proposed Rail and Rapid Transit Expansion and Proposed Highway Improvements



## MEASURE R Project Names

### Rail and Rapid Transit Expansion

- 1A** Exposition Boulevard Light Rail Transit\*
- 1B** Crenshaw Transit Corridor (project acceleration)\*
- 1C** Regional Connector: Links Local Rail Lines\*
- 1D** Westside Subway Extension\* (to be opened in segments)
- 1E** Gold Line Eastside Extension\*
- 1F** Gold Line Foothill Light Rail Transit Extension
- 1G** Green Line Extension: Redondo Beach Station to South Bay Corridor\*
- 1H** Green Line Extension to Los Angeles International Airport\*
- 1I** San Fernando Valley North-South Rapidways: Canoga Corridor (project acceleration)\*
- 1J** San Fernando Valley East North-South Rapidways (project acceleration)\*
- 1K** West Santa Ana Branch Corridor\*
- 1L** San Fernando Valley I-405 Corridor Connection\*
- 1M** Metrolink Capital Improvement Projects (Los Angeles County)

### Highway Improvements

- 3A** I-5 Capacity Enhancement: SR-134 to SR-170
- 3B** I-5 Capacity Enhancement: I-605 to Orange County Line
- 3C** I-5/Carmenita Rd Interchange Improvement
- 3D** I-5/SR-14 Capacity Enhancement
- 3E** I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements: South Bay
- 3F** I-5 North Capacity Enhancements: SR-14 to Kern County Line (Truck Lanes)
- 3G** I-710 South and/or Early Action Projects
- 3H** SR-138 Capacity Enhancements
- 3I** High Desert Corridor (environmental)
- 3J** I-605 Corridor "Hot Spot" Interchanges
- 3K** Highway Operational Improvements in Arroyo Verdugo Subregion
- 3L** Highway Operational Improvements in Las Virgenes and Malibu Subregion
- 3M** SR-710 North Gap Closure\*
- 5C** BNSF Grade Separations
- 5D** Alameda Corridor East Grade Separations Phase II

\* Specific routing to be determined



## MEASURE R Frequently Asked Questions

### How much money would it generate and for how long?

Measure R is expected to generate \$40 billion in new local sales tax revenues over 30 years.

### Exactly what major new transit and highway projects would the money fund?

Measure R is expected to contribute funds towards the Expo light rail line on the Westside, a light rail connector in downtown Los Angeles, a Crenshaw corridor transit project, extension of the Metro Gold Line, the Foothill Extension of the Metro Gold Line, a rail connection to LAX, a Green Line Extension to the South Bay, a San Fernando Valley I-405 Corridor transit project, North-South Corridor transit project in the San Fernando Valley, a West Santa Ana Branch corridor project and a Westside subway extension.

Highway projects projected to receive funds include grade separations, soundwalls, high dessert corridor, I-5/SR-14 interchange, I-5 from I-605 to the Orange County Line including the Carmenita interchange, I-5 from SR-134 to SR-170, operational improvements in Arroyo Verdugo and Las Virgenes/Malibu, South Bay freeway ramp and interchange improvements, I-5 capacity enhancements north of SR-14, I-605 hot spot interchanges, SR-710 North gap closure, I-710 South, and SR-138. In developing Measure R, the Metro Board of Directors approved an expenditure plan detailing how all of the funds will be spent. Measure R does not fully fund all projects. The expenditure plan identifies additional funding sources.

### Will local jurisdictions receive revenue from this tax?

Yes. Beyond the specific projects cited in the expenditure plan, the region's 88 cities and County unincorporated areas will receive 15 percent of all sales tax revenue for local needs such as major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit service improvements. In addition, 20 percent of the sales tax revenue will subsidize Countywide bus operations.

### What would be the yearly cost to individuals here in LA County?

The private nonprofit Los Angeles County Economic Development Corporation (LAEDC) estimates that the tax increase would cost each resident an average of \$25 per person annually.

### What are the economic impacts of Measure R?

The LAEDC also projects the construction of projects listed in Measure R would create over 210,000 new jobs and infuse \$32 billion into the local economy.

### How do we know the money will be spent on transportation improvements?

To determine compliance by Metro with the provisions of this new sales tax measure, the ballot measure calls for an annual independent audit and report to taxpayers, plus ongoing monitoring and review of spending by an independent taxpayer oversight committee.

### How is the revenue distributed among the County's different sub-regions?

The highway, bus and rail projects identified in the expenditure plan are spread throughout the County. In addition, each of the individual cities and unincorporated areas within Los Angeles County will receive a share of the revenue to use at their discretion for local transportation needs.

### If there's no project in my immediate neighborhood, how does Measure R affect my neighborhood?

All of the region's 88 cities and unincorporated areas will receive a portion of the sales tax revenue to use at their discretion for local needs such as major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit service improvements.

### How much of the revenues generated will go for Metro administrative costs?

The measure limits Metro administrative costs to no more than 1.5% each year.

### Are there already transportation sales taxes in LA County?

Yes, there are currently two half-cent transportation sales taxes in LA County.

### How has the money been used from those sales taxes?

Los Angeles County has expanded bus and rail service, freeway carpool lanes and local street improvements over the past decade from the revenue generated by the existing sales taxes. Those projects have helped to meet the increasing transportation needs generated by the region's major growth in population, employment and goods movement. We now have the third largest public transportation system in the nation, carrying 1.6 million passengers on an average weekday, along with the world's largest network of freeway carpool lanes.

### Why did Metro place another half-cent sales tax on the ballot?

The revenue generated from the existing transportation sales tax is inadequate to fund the range of transportation projects that Metro believes the County needs over the next 30 years.



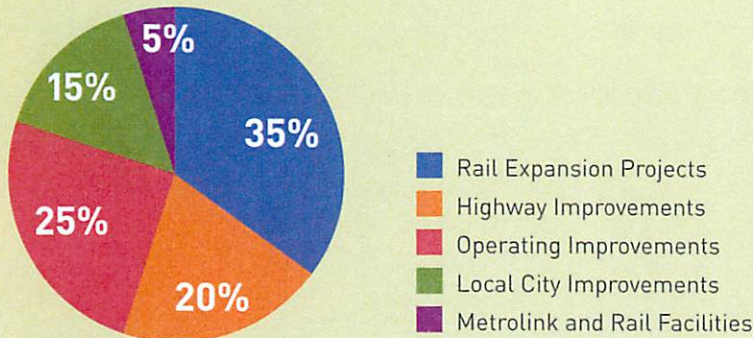
**How would the sales tax be imposed?**

The sales tax would be imposed in the same manner as existing sales taxes. The sales tax would be imposed upon all retailers in the incorporated and unincorporated territory of the County of Los Angeles on gross receipts of the retailer, as well as an excise tax on the storage, use or other consumption of tangible personal property purchased from a retailer.

**How long will it take to complete these projects?**

There are short, medium and long-term traffic improvements. Street resurfacing and deployment of additional bus and Metrolink service can be done relatively quickly. Construction of new busways, light rail lines, highway and subway projects can take up to five years or longer. The expenditure plan spreads out the anticipated funding with some projects being built in the early years and others being built in the latter part of the 30-year sales tax period.

**MEASURE R Proposed Expenditure Plan** *After 1.5% administrative costs*



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