

IMPARTIAL ANALYSIS OF MEASURE R

By Raymond G. Fortner, Jr., County Counsel

Approval of Measure R would approve the adoption of an ordinance, proposed by the Metropolitan Transportation Authority of the County of Los Angeles ("Metro"), for the imposition of a one-half of 1 percent transactions and use tax (commonly and hereinafter referred to as "Sales Tax"), for a period of 30 years, and an expenditure plan.

Funds received from the tax would be used for expanding new rail and bus systems, enhancing existing rail and bus systems, accelerating existing transportation projects, improving highways, carpool lanes, goods movement, grade separations, and soundwalls, suspending scheduled fare increases for one year and freezing all Metro student, senior, disabled and medicare fares through 2013, resurfacing, rehabilitating, and reconstructing streets, improving and/or adding left turn signals, bicycle and pedestrian facilities, streetscapes, and signal synchronization, repairing potholes, and making rail and bus system and yard improvements.

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.

All Sales Tax revenues and interest thereon would be allocated solely for the transportation purposes described in the ordinance. Such funds would be available only for projects and programs described in the expenditure plan of the ordinance. Metro would contract for an annual audit to be completed within 6 months after the end of each fiscal year to determine compliance with the ordinance during that fiscal year. The ordinance would require establishment of an Independent Taxpayer Oversight Committee ("Committee") consisting of 3 retired judges residing in Los Angeles County. The Committee would review the annual audit, make findings and an annual report as to whether Metro has complied with the terms of the ordinance, and hold a public hearing on each audit and report.

Metro may make certain amendments to the ordinance by two thirds (2/3) vote of the Board but only within the limitations and restrictions as specified in the ordinance.

This measure requires a two thirds (2/3) vote of the qualified votes cast in the election. The Sales Tax would be imposed only if authorizing legislation consistent with the ordinance is approved by the State Legislature and effective prior to January 2, 2009. Assuming these approvals are obtained, the sales tax would be imposed starting on July 1, 2009.

NOTICE TO VOTERS

The above statement is an impartial analysis of Measure R. If you desire a copy of the Ordinance and Exhibit, please call the elections official's office at (562) 466-1310 and a copy will be mailed at no cost to you. You may also access the full text of the measure on the county Web site at the following Web site address www.lavote.net.

ARGUMENT IN FAVOR OF MEASURE R

Our communities have been stuck without a comprehensive transportation solution for too long.

Measure R offers **traffic relief for every part of Los Angeles County**. Combining immediate and long-term investments in freeways, roads and expanded mass transit, Measure R is a **comprehensive roadmap** for relief that will ease congestion, cut LA County's dependence on foreign oil and reduce smog, cut global warming and high asthma rates.

The measure will **synchronize thousands of traffic signals** in our community. It will make tunnels, overpasses and bridges safer, fix thousands of potholes annually, install left-turn signals, add bike/pedestrian improvements and repair congested and deteriorated roads countywide. It will improve traffic flow on the 5, 10, 14, 60, 91, 101, 110, 138, 210, 405, 710 and 605 freeways by adding 160 miles of new freeway capacity.

Measure R will dedicate millions of dollars to every city and unincorporated area of the County for traffic relief.

We need more mass transit options that go to more places. Measure R will **extend light rail** and subway lines on our most congested corridors countywide and connect the system to LAX. It will expand express bus service, replace dirty diesel buses with clean-fuel models, and **keep fares low for seniors, students and the disabled**.

Measure R will create over 210,000 new jobs and allow billions of federal and state transportation dollars that could go elsewhere, to be spent in our community.

Measure R asks County residents to increase the sales tax by a half-cent, with **local control**, independent audits, and full public review of expenditures. All funds are legally required to be spent locally. This measure costs the average person \$25 a year, roughly half a tank of gas.

Traffic congestion in LA County has become absolutely intolerable.

Vote yes for traffic relief, light rail and cleaner air.

RICHARD J. RIORDAN
Businessman/Former Mayor of LA

TRACY RAFTER
CEO, LA County Business Federation

JOHN MACK
Police Commissioner

ANTONIO R. VILLARAIGOSA
Chair, Los Angeles County MTA

ZEV YAROSLAVSKY
Los Angeles County Supervisor, Third District

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE R

Los Angeles County residents deserve a fair and comprehensive transportation plan. Most residents are willing to pay for effective traffic relief. But **Measure R is neither fair nor comprehensive**.

Measure R will lock in a 30-year sales tax increase that is **paid by all, but benefits a few**.

Measure R was hastily assembled by a few politicians and narrow interests to secure pet transportation projects. They **usurped local control**, ignored comprehensive transportation planning and **limited public input**.

Measure R permits certain areas to hoard sales tax revenue—and billions of dollars of State and Federal transportation funds—with no regard for the transportation needs of other areas in Los Angeles County. Measure R proponents rejected provisions to guarantee a fair distribution of transportation funds throughout the entire region.

Sacramento politicians have already diverted millions of dollars of voter approved transportation funding to offset State budget deficits—and now they want to dictate how local funds are spent.

Measure R does not conform with the voter-mandated MTA Reform and Accountability Act to provide a safe, efficient and cost-effective public transportation system. There are **no effective cost controls**. And it rejects light rail for the Wilshire corridor.

Los Angeles residents deserve fair, effective solutions to gridlock, developed with full public participation. Many local mayors, councilmembers, and the Los Angeles County Board of Supervisors oppose Measure R. Let's design a comprehensive roadmap for traffic relief for every community in the region.

Vote **NO** on Measure R.

GLORIA MOLINA
Los Angeles County Supervisor

MICHAEL ANTONOVICH
Los Angeles County Supervisor

BILL BOGAARD
Mayor of Pasadena

GARY DELONG
Councilmember - City of Long Beach

RICHARD H. CLOSE
President Sherman Oaks Homeowner's Association

ARGUMENT AGAINST MEASURE R

Measure R is an unfair tax scheme concocted by vested interests to force the entire County to pay for a multibillion dollar subway extension.

It is a bad deal for generations of County taxpayers who want to see the tax dollars they generate spent on a balanced, consensus-driven, regional transportation plan.

Measure R forces County taxpayers in:

East Los Angeles
Antelope Valley
Santa Clarita Valley
Crescenta Valley
San Fernando Valley
San Gabriel Valley
and Southeast/Gateway Cities

--to subsidize the subway first over their own needs with higher taxes for 30 years.

The San Gabriel Valley and Gateway Cities will be shortchanged over \$300 million each.

Measure R does not guarantee that the highly-successful Green Line's extension to LAX is fully-funded.

Measure R will end the Gold Line at Azusa—and kill the connection to Ontario Airport.

The 71 freeway and 10/605 interchange will not receive needed funding.

The San Fernando Valley with 15% of the County's population will only receive 5% of Measure R funding – a \$2 billion ripoff.

The \$1 billion for a 405 transit connector will likely pay for subway cost overruns.

The Antelope Valley and Santa Clarita Valley will grow to 11% of the County's population – yet they will only receive 5% of the funding.

Measure R denies public transit links among the Santa Clarita, San Fernando and San Gabriel Valleys.

It does not guarantee a fair share return of billions of state and federal tax dollars leveraged from your sales taxes.

Measure R does not offer necessary project cost overrun protections for taxpayer dollars.

(Continued on next page)

ARGUMENT AGAINST MEASURE R (Continued)

It gives MTA \$5.6 billion for operations – but fails to guarantee any new bus service because of MTA's annual structural operating deficit.

Measure R proponents refused to collaborate with the entire County to ensure this tax was a fair proposal.

Send this unfair plan back to the drawing board.

Vote NO on Measure R!

MICHAEL D. ANTONOVICH
Los Angeles County Supervisor/MTA Board Director

JUVENTINO "J" GOMEZ
Mayor Pro Tem, City of El Monte

DON KNABE
Los Angeles County Supervisor/MTA Board Director

JOHN FASANA
Mayor Pro Tem, City of Duarte/MTA Board Director

ARA NAJARIAN
Councilmember, City of Glendale/MTA Board Director

REBUTTAL TO ARGUMENT AGAINST MEASURE R

Why do a handful of politicians oppose Measure R?

Because Measure R is a **comprehensive plan** that rejects the old-style pork-barrel politics that gave us congested freeways and gridlocked roads.

We need a new approach that brings traffic and air quality relief to all of Los Angeles County; that recognizes people travel throughout the region for work, school, medical care, shopping and entertainment.

Measure R keeps public transit fares low for seniors, students and others; expands rail and subway service; generates 210,000 jobs and provides **millions of dollars to every city and unincorporated area** to pay for pothole repairs, synchronized traffic signals, expanded neighborhood bus service, intersection safety upgrades, bikeways and pedestrian improvements.

Measure R makes transportation improvements throughout Los Angeles County such as:

San Gabriel Valley - Gold Line Foothill Extension to Claremont, 57 and 60 interchange improvements

- San Fernando Valley - Metro Orange Line extension to Chatsworth, new I-405 rail line and expanded Metro Rapid service.

- North County - Increase I-5/SR-14 capacity, I-5 north truck lanes, widen SR-138, more Antelope Valley Metrolink Service.

- South Bay - **Green Line connection to LAX** and South Bay corridor, Crenshaw Corridor transit project.

- Complete Exposition Light Rail to Santa Monica

Measure R is a fair way to pay for a **comprehensive transportation plan with local control, independent audits, and full public review of expenditures.**

(Continued on next page)

REBUTTAL TO ARGUMENT AGAINST MEASURE R (Continued)

We are stuck in traffic and this is our one chance to do something about it - in every part of Los Angeles County.

Vote Yes for Measure R - for Traffic Relief.

ROGER SNOBLE
CEO, LA County Metro

BRENDAN HUFFMAN
President & CEO, Valley Industry and Commerce Association (VICA)

TERRY O'DAY
Executive Director, Environment Now

ROGER CHRISTENSEN
Chairman, Metro Citizens' Advisory Council

KYMBERLEIGH RICHARDS
Public & Legislative Affairs Director, Southern California Transit Advocates